

Intimations.

HONGKONG HOTEL COMPANY, LIMITED.
NOTICE.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held at the Company's Hotel, on SATURDAY, the 27th August, 1904, at Noon, for the purpose of receiving a Statement of Accounts of the Company to the 30th June, 1904, with the Report of the Directors, and to discuss any matter that may be competently brought before the meeting.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st to the 27th August, both days inclusive.

By Order of the Board,
C. MOONEY,
Secretary.

Hongkong, 17th August, 1904. [941]

THE HONGKONG & KOWLOON WHARF AND GODOWN CO., LD.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the Hongkong and Kowloon Wharf and Godown Company, Limited, will be held at Messrs. Jardine, Matheson & Co.'s Office, Pedder Street, Victoria, Hongkong, on WEDNESDAY, the 31st day of August, 1904, at 12.15 o'clock in the afternoon, when the subjoined Resolutions will be proposed.

Should the said Resolutions be passed by the required majority they will be submitted for confirmation as special Resolutions to a second Extraordinary meeting, which will be subsequently convened.

1. That the Capital of the Company be increased from \$1,500,000 to \$2,000,000 by the creation of 10,000 new shares of \$50 each.
2. That such new shares be issued at a premium of \$50 per share and be offered to those persons who are registered as Shareholders of the Company on 1st October, 1904, in the proportion of one new share for every complete three shares held by them on 1st October, 1904.
3. That the amount due for the new shares be called up on 31st December, 1904.

Dated the 15th August, 1904.
By Order of the Board,
EDWARD OSBORNE,
Secretary.

933] A. S. WATSON & CO., LIMITED.

ISSUE OF 30,000 NEW SHARES OF \$10 EACH.

PURSUANT to Resolution of the General Managers of A. S. WATSON & Company, Limited, hereby invite applications from the Shareholders of the Company for the issue of 30,000 new shares of \$10 each at a Premium of 10 per cent. of \$11 a share.

Each Registered Shareholder on the 28th day of September, 1904, applying for the New Issue will be entitled to one share for every two shares registered in his name. Shares not applied for by those entitled to apply will be dealt with by the General Managers in accordance with Article 40 of the Company's Articles of Association.

Applications for Shares in the New Issue will be received by the Hongkong and Shanghai Banking Corporation in Hongkong and the 28th September, 1904, to the 30th September, 1904, both days inclusive, and the whole amount of \$11 per share will be payable on application.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th September, 1904, to the 8th October, 1904, both days inclusive.

The present paid-up Capital of the Company is \$600,000, divided into 60,000 shares of \$10 each, and the New Issue is required to increase the Capital of the Company to \$900,000 divided into 90,000 shares of \$10 each.

The whole of the premium received from the New Issue will be placed to the Credit of the Permanent Reserve Fund.

The New Issue will rank for Dividend for the three months ending 31st December, 1904, payable in May, 1905.

Forms of application for the New Issue can be obtained at the Company's Offices in Alexandra Buildings or at the Hongkong and Shanghai Banking Corporation in Hongkong, Shanghai, and London.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 22nd June, 1904. [754]

HONGKONG AND SHANGHAI BANKING CORPORATION.

THE DIVIDEND declared for the half-year ending 30th June last at the rate of ONE POUND AND TEN SHILLINGS STERLING PER SHARE OF \$125 is Payable on and after MONDAY, the 22nd day of August current, at the Offices of the Corporation, where Shareholders are requested to apply for WARRANTS.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.
Hongkong, 20th August, 1904. [957]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 12 1/2 per Share and BONUS of 4 1/2 per Share for the six months ending 30th June, 1904, declared at Monday's Ordinary Half-yearly Meeting, will be Payable at the premises of the HONGKONG AND SHANGHAI BANKING CORPORATION, on and after TUESDAY, the 23rd August, and Shareholders are requested to apply for DIVIDEND WARRANTS at the Company's Office, Queen's Buildings, New Praya.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.
Hongkong, 22nd August, 1904. [961]

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.

IN accordance with the Provisions of No. 121 of the Articles of Association, the General Agents have this day declared an INTERIM DIVIDEND OF FIVE PER CENT. for the half-year ending 30th June, 1904, on the Paid-up Capital.

DIVIDEND WARRANTS payable on MONDAY, the 29th August, will be issued to Shareholders on application.

The TRANSFER BOOKS of the Company will be CLOSED from 16th to 29th instant, both days inclusive.

JARDINE, MATHESON & Co.,
General Agents.
Hongkong, 9th August, 1904. [912]

Intimations.

WANTED.

A SITUATION as GENERAL ASSISTANT in a Mercantile Firm. Advertiser has knowledge of BOOK-KEEPING and TYPE-WRITING. First-class testimonials.

Apply to—
"W."
C/o Hongkong Telegraph.
Hongkong, 6th August, 1904. [914]

WANTED.

A SECRETARY FOR THE SINGAPORE CLUB. Applicants should send in, as soon as possible, particulars of their previous employment with copies of Testimonials to the Chairman of the Committee, Mr. E. C. ELLIS, 10, Collyer Quay, Singapore, from whom all particulars can be obtained.

A. G. HILLS,
Secretary.
17th August, 1904. [937]

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to BOOK CARGO AND ISSUE BILLS OF LADING TO SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS IN THE UNITED STATES AND CANADA in connection with the GREAT NORTHERN RAILWAY FROM SEATTLE, as hitherto, by the Steamers of the NORTHERN PACIFIC S. S. CO., BOSTON STEAMSHIP and TOWBOAT CO., OCEAN S. S. CO. and CHINA MUTUAL S. N. CO.

For further Particulars, apply at the Company's Local Branch Office in PRINCE'S BUILDINGS, First Floor, Chater Road.

A. S. MIHARA,
Manager.
Hongkong, 20th May, 1904. [643]

EXCURSION TO MACAO.

THE Splendid Steamer

"YING KING,"

Captain Page, will make an EXCURSION TRIP TO MACAO, on EVERY SUNDAY, leaving the Company's wharf at the end of Wing Lok Street, at 8.30 A.M., and returning from Macao at 7.30 P.M.

The Steamer will lay alongside the S.S. Perseverance's wharf at Macao.

FARE:

1st Class Single Ticket \$2.00, with Cabin \$3.00
Return " \$3.00, " \$5.00
" Tiffin and Dinner may be had on Board at \$1 each meal.

YUK ON & Co., LD.
Hongkong, 8th August, 1904. [919]

IMPORTANT NOTICE.

TO HEADS OF FAMILIES, HOTEL-KEEPERS, CLUBS, BOARDING-HOUSES AND MESS.

MR. H. RUTTONJEE is prepared to DELIVER BREAD IN HONGKONG AND KOWLOON.

The Sanitary Arrangements are as nearly perfect as possible, and the work is under constant foreign supervision only.

The best Flour is used. Brown Bread made from the well-known Graham flour Aspalcity.

H. RUTTONJEE,
No. 5, D'Aguilar Street,
or
36 to 38, Elgin Road, Kowloon.
Hongkong, 23rd August, 1904. [72]

YAU LOONG. 裕
CANTON.

NEW SEASON'S SELECTED GINGER AND FRUITS of Standard Quality.

Packed in RICH SYRUP and BEST SUGAR. STEW GINGER FOR TABLE D'HOTE.

Specially recommended. Delicious and Wholesome. Fixed prices for different assortments. Orders will be promptly executed. Hongkong Office at No. 3, Sai On Lane, facing Des Voeux Road, West, near Gas Works. Hongkong, 19th August, 1904. [954]

ROYAL AERATED WATERS MANUFACTORY.

PRODUCE the highest Class AERATED WATERS in the Far East on account of their High Class Machinery and also of the superior ingredients they use in the manufacture of their goods, and the cleanliness, &c., are all under strict supervision of Europeans only.

REPORT OF AN EXPERT.

The representative of Messrs. BRATBY and HINCHLIFFE, LIMITED, AERATED WATER Engineers and Chemists, Manchester, visited our factory recently in the course of a tour amongst Eastern Aerated Water Makers, and was greatly surprised at the compactness of our factory and also the methodical way in which everything pertaining to the making of Aerated Waters was carried out. He also expressed himself strongly on the absolute cleanliness of our whole establishment, which he assured us was equal to any he had yet visited and superior to a great many. He also reported that the quality of our goods was of a first class nature, and they showed that scrupulous care was exercised in the course of their manufacture.

Order Books and Price List. Please apply to FACTORY and OFFICE, West Point. Tel. 367. Dr. V. DANENBERG & F. P. DANENBERG, General Managers.
Hongkong, 20th May, 1904. [677]

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AQUILAR STREET.
REASONABLE FEES.
Consultation Free.
Hongkong, 30th July, 1904. [892]

THE AMERICAN SYSTEM OF DENTISTRY.

M. H. CHAUN, D.D.S.,
37, DES VOUEX ROAD CENTRAL, HONGKONG,
From the University of Pennsylvania, U.S.A.
Hongkong, 4th June, 1904. [18]

THE HONGKONG HOTEL CO., LD.

accounts in connection with the report published yesterday are as follows:—

BALANCE-SHEET.	
30th June, 1904.	
Liabilities.	
Capital—	
12,000 shares at \$50 each (fully paid-up).....	600,000.00
1,000 mortgage debentures (6 per cent.), authorised issue, at \$500 each, \$500,000.00	
Less 373 do. held by the company.....	186,500.00
Reserve fund, as per last account	313,500.00
Sundry creditors.....	100,000.00
Unclaimed dividends.....	26,334.35
Special reserve fund against installation of electric light, as per last account.....	20,000.00
Hongkong and Shanghai Banking Corporation (current account).....	66,898.99
Repairs and renewals account, balance as per statement.....	1,824.75
Profit and loss account, balance as per statement.....	88,876.14
	\$1,222,828.23

Assets.

Value of land and buildings as per last account:—	
Marine lot No. 5 and remaining portion of Marine lot No. 3	\$371,045.60
Remaining portion of Marine lot No. 7.....	368,118.20
	740,163.80
Praya reclamation—cost of land.....	\$1,291.77
New building reclamation, payments on account.....	194,415.94
	215,707.71
Cost of three Chinese houses on sections B & C of Island lot No. 80.....	33,000.00
Less written off as recommended in last report.....	10,000.00
	\$66,883.37
Since added.....	324.12
	67,207.49
Installation of electric light, payments on account.....	45,834.26
Stock of linen, crockery and glassware, &c., as per inventory.....	40,602.95
Stock of wines, provisions, household sundries and stationery, as per inventories.....	33,762.01
Shares in public companies, as per last account.....	6,286.31
Fire insurance attaching to half-year ending 31st December, 1904.....	2,352.27
Licenses attaching to half-year ending 31st December, 1904.....	1,312.18
Value of steam launch as per last account.....	\$8,000.00
Less written off, as recommended in last report.....	1,000.00
	7,000.00
Sundry debtors.....	23,046.76
Hongkong and Shanghai Banking Corporation (unclaimed dividends account).....	5,394.00
Cash in hand.....	268.41
	\$1,222,828.23

PROFIT AND LOSS ACCOUNT
For the six months ending 30th June, 1904.

Cr.	
To bad debts and refunds.....	334.12
To Crown rent.....	502.41
To rates.....	3,017.24
To fire insurance.....	2,352.27
To debentures interest on \$500,000 at 3 per cent. \$15,000.00	
To less returned on debentures held by the company.....	5,793.77
	9,206.23
To interest account.....	1,396.58
To directors and auditors fees.....	3,000.00
To balance, to be appropriated as follows:—	
To pay a dividend of 10 per cent.....	\$60,000.00
To transfer to repairs and renewals account.....	10,000.00
To write off from value of furniture and fixtures.....	7,207.49
To carry forward to new account.....	11,668.65
	88,876.14
	\$108,671.73

Cr.

By balance from 31st December, 1903.....	\$84,161.60
Less dividend at 10 per cent.....	\$60,000.00
Less transfer to repairs and renewals account, 10,000.00	
Less written off furniture and fixtures account, 10,000.00	
Less written off steam launch.....	1,000.00
	81,000.00
	\$161.60
By rent of shops and offices, old building.....	\$7,290.00
By rent of shops and offices, new building.....	2,630.00
	9,920.00
By dividend on shares in public companies.....	480.50
By scrip and transfer fees.....	20.00
By bad debts recovered.....	2.95
By profit on hotel working account for the six months ending 30th June, 1904.....	95,077.67
	\$108,671.73

REPAIRS AND RENEWALS ACCOUNT.
For the six months ending 30th June, 1904.

Dr.	
To payments on account of repairs and renewals during the half-year ending 30th June, 1904.....	\$4,046.53
To balance.....	1,824.75
	\$5,871.28

Cr.

By balance as per last account.....	\$771.28
By transfer from profit and loss account, as recommended in last report.....	10,600.00
	\$10,771.28
EDWARD OSBORNE, Directors.	
H. CHATTERTON WILCOX, C. MOONEY, Secretary.	
We have compared the above Statements with the Book Vouchers, and Securities of the Company, and have found the same to be in accordance therewith.	
H. E. JEFFRIES, Auditors.	
A. R. LOWE, C.A., Auditors.	
Hongkong, 18th August, 1904.	

FIFTEEN PAIRS OF TWINS.

"W" writes as follows to the *Globe* of July 11:—

I see it announced in the *Daily Telegraph* to-day that "Mrs. Gillespie, mother of 15 pairs of twins, died to-day (Friday) at Denver." Several years ago the late Lord Tollemache, himself father of 20 boys and one girl, told me that the Duke of Westminster pointed out this lady to him as she passed them one day in the street at Chester, and said she was the mother of 32 children—15 pairs of twins and two singles. I extemporised the following lines which Lord Tollemache made me write down in his pocket-book. So far as I know, they have never found their way into print. You are welcome to them.

There was a good lady of Chester,
Whose husband with progeny blest her:
They were just thirty-two,
And they came two-by-two,
With two singles at last—just to rest her!

THE WORLD'S GREATEST GIANT.

A RUSSIAN WHO IS THE BIGGEST MAN-LIVING.

The tallest man in the world is on his way to England. He is Feodor Machow, of Kuzjak, Russia, and he is 7 ft. 9 in. in height. Until some scientists "discovered" him and brought him to Moscow, Feodor looked upon his abnormal height as a grave drawback. Now he is rather proud of it. This man is not only the largest man alive, but his measurements are greater than those of any known giant of the past two generations. He is but 22 years old, and remarkably well proportioned for his height. The Anthropological Society of Berlin is taking a very lively interest in Machow, and many learned men have measured and studied him during the past few months. Professor Felix von Luschan, the famous ethnographical student, has made the official report, and this is what he finds:—"I have carefully examined and measured, from an anthropological standpoint, Feodor Machow, who is now about 22 years of age. He is 7 ft. 9 in. in height, and can therefore be classed with the largest giants that have ever lived. He exceeds in height all the known living giants by at least a head, and is in many respects of great scientific interest." As a matter of fact all the giants who have been exhibited in Europe up to the present time have been less than this according to documents placed with the Anthropological Society by the late Professor Virchow. The show-men, however, always exaggerated the height in advertisement. Feodor Machow comes from an old Russian family, whose ancestors are said to have immigrated to Russia from the South, probably from Syria. His parents, as well as his two brothers and one sister, are all of normal size. His grandfather was large but in no sense a giant. It is said, however, that in earlier generations of the family large specimens occurred. Viewing this case from the standpoint of theory that mental and physical traits are inherited it would seem that the theory is strengthened to a certain extent, especially in regard to bodily stature. The boots worn by Machow, which reach to his knees, reach an ordinary person almost up to the waist, and a twelve-year-old boy could easily find room inside of one of them. The ring which adorns the index finger of Machow's right hand is so large that a half-dollar can easily be passed through it. A steel spring mattress of extra size and strength had to be made for him, and placed on a strong iron frame. This promising youth eats at each meal at least 3 lbs. of meat and a proportionate quantity of potatoes, vegetables, and bread, with a relishing appetite. It is at the cost of much trouble and still greater expense that the Society is entertaining him.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.	
London—Bank T.T.....	1/9 1/2
Do. demand.....	1/9 3/16
Do. 4 months' sight.....	1/9 1/2
France—Bank T.T.....	2.26
America—Bank T.T.....	4.83
Germany—Bank T.T.....	1.35
India T.T.....	1.34
Do. demand.....	1.34 1/2
Shanghai—Bank T.T.....	7.13
Japan—Bank T.T.....	8.84
Singapore—Bank T.T.....	Nominal
Java—Bank T.T.....	108
Buying.	
4 months' sight L/C.....	1/9 1/2
6 months' sight L/C.....	1/10
30 days' sight San Francisco & New York.....	44 1/2
4 months' sight do.....	45
30 days' sight Sydney and Melbourne.....	1.10 1/2
4 months' sight France.....	2.30
6 months' sight do.....	2.31 1/2
2 months' sight Germany.....	1.87 1/2
3 months' sight do.....	2.04
Bank of England rate.....	3 1/2

OPIUM QUOTATIONS.
To-day's quotations are as follows:—

Per chest	
Malwa New.....	980/1,020
Old.....	1,050/1,100
Older.....	1,130/1,200
Oldest.....	1,250/1,300
China New.....	1,100
China Old.....	1,100
Farina (Raper).....	850/900

Intimations.

IMPORTANT NOTICE.

FRESH ARRIVALS.

BY GIVING A VERY LARGE ORDER.

WE HAVE SECURED THE

CO-OPERATION

OF THE MAKERS OF THE

"APOLLO

MASTER

PLAYERS"

IN LOWERING THEIR PRICES, AND

WE NOW OFFER THEM FROM

\$365 TO \$850.

NEW

CONSIGNMENT

JUST ARRIVED

PER S.S. "EMPERESS OF CHINA."

WE WILL SUPPLY AN UPRIGHT

IRON GRAND AND A PIANO

PLAYER FOR \$825. CASH OR

CREDIT TERMS.

These Players have been tested in Hongkong for 6 years (at Peak included) without a Single Failure, which can be said of no other Player.

THE

ROBINSON PIANO

Co., Ltd.

Hongkong, 3rd August, 1904. [39]

ESPECIAL OLD TOM GIN.

Marshall and

Elvy's

DOUBLY DISTILLED

AND OF

MATURED AGE.

TO BE OBTAINED FROM—

THE MUTUAL STORES,

Des Voeux Road,
Hongkong, 11th May, 1904. [608]

THE NEW FRENCH REMEDY.

TRADE MARK.

This successful and highly popular remedy, used in the Continental Hospitals by Richard, Kavanagh, Robert, Vignone and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1

It is a remarkably short-acting, powerful remedy, removing all discharges from the blood, curing skin diseases, and restoring the vitality of the system

Intimations.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS BY APPOINTMENT
TO
HIS EXCELLENCY
THE GOVERNOR.

THE HONGKONG DISPENSARY.

ALEXANDRA BUILDINGS.

CHEMISTS.

DRUGGISTS.

PERFUMERS.

CIGAR AND CIGARETTE MERCHANTS.

AERATED WATER

MANUFACTURERS.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

A. S. WATSON & Co.,
LIMITED.

Hongkong, 16th August, 1904.

TELEPHONE NO. 26.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO.,
祥利廣

17, QUEEN'S ROAD.

FURNITURE
DEALERS.

DRAWING-ROOM,

DINING-ROOM,

and BED-ROOM

FURNITURE.

ELECTRO-PLATED,

GLASS, and

CHINA WARES.

PASTEUR'S MICROBE-PROOF

FILTERS,

ROCHESTER LAMPS,

WHITE TURKISH TOWELS.

COUNTERPANES.

COOKING RANGES,

KITCHEN UTENSILS, and

HOUSEHOLD REQUISITES.

PHOTOGRAPHIC
DEPARTMENT.

DEVELOPING and PRINTING

UNDERTAKEN FOR AMATEURS.

GOOD WORK.

PROMPT RETURN.

Hongkong, 8th January, 1904.

E. C. WILKS & Co.,

MARINE SURVEYORS,

CONSULTING ENGINEERS AND

NAVAL ARCHITECTS.

COLLISIONS and Damages Surveyed.

Salvage Work undertaken.

Ship Designs and Specifications prepared.

Agents for the Construction and Sale of Steam

and Motor Launches.

Contract for New Tonnage on reasonable terms

with First-Class Builders.

A large stock of Canadian Asbestos and

Asbestolite goods kept.

Agents for Messrs. Allen & Sons Electrical

Plant and Centrifugal Pumps.

Telegram Address: "MARINEWORK." Telephone:—No. 358.

Hongkong, 1st May, 1904.

NOTICE
All communications intended for publication in
The "HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Lee House Road, and
should be accompanied by the Writer's Name and
Address.
Ordinary business communications should be addressed
to The Manager.
The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$30 per annum.
WEEKLY—\$18 per annum.
The rates per quarter and per annum, proportional.
The daily issue is delivered free when the address is
accessible to messenger. On copies sent by post an
additional \$1.80 per quarter is charged for postage.
The postage on the weekly issue to any part of the
world is 80 cents per quarter.

Single Copies Daily, ten cents; Weekly, twenty-
five cents.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, AUGUST 24, 1904.

THE HONGKONG DOCK CO.

It has been said with much truth that public company meetings in Hongkong are robbed of much of the interest invested in the yearly and semi-annual gatherings of holders in joint-stock concerns in other and larger commercial communities. With rare exceptions the stigma attaching to the "flock of sheep"—as Hongkong shareholders have been not inappropriately dubbed—has been earned by a set of mutual-society admirers whose prototype the average scrip-holder in Hongkong is an excellent exponent. The reason for the existence of such a condition of things in the Colony is not far to seek. It is apparent to any and every observer who has been in Hongkong long enough to study the inner workings of the fabric that constitutes the directorates of public companies in Hongkong. It is, in short, the wheel within the wheel that crushes out any spirit of independence that might and should actuate the body of shareholders in all their public utterances at meeting assembled. The peculiar constitution of our small business community places public duty and social interest in direct conflict with each other. And yet, because of the interdependence which individual interests create, the outspokenness of speech is often subverted to the promptings of an influential dictator whose word is law and whose bidding is likened unto the wish of the lord to be slavishly complied with. We should like to see a healthy spirit of many independence infused into our public men—men who, by virtue of the prominence they attain, might be accepted and be trusted in as leaders of public opinion. We do not want in Hongkong namby-pamby puppets that can be moulded at will. There are enough and too many of such in every community. We want men endowed with public spirit; men who have the courage of their conviction and who, when occasion calls for the expression of that conviction, do not falter and will openly and candidly declare what is cherished in their minds. Had we a little more of that spirit pervading the class who should in reality and not in name only guide public opinion, then would our public institutions and the speeches that are delivered on public occasions be vested with more sincerity than they appear now to possess. As exceptions that establish the general rule, the meetings of the Hongkong and Whampoa Dock Co. have come to be regarded here as more than a perfunctory gathering, at intervals of every six months. Whether because of the magnitude of the capital involved, or of the importance of this big undertaking to the industrial prosperity of the port, the interest is aroused to an inordinate degree in all that appertains to the Dock Co. The storm of allegations and invectives brought about by the recent scheme for the construction of a new dock at an enormous estimated expenditure is now blown over; but while it raged it served to show to what an extent popular feeling had been aroused against the action of a dissenting board of directors in endeavouring to foist upon the real owners of the establishment an undertaking they regarded with so much antagonism. It was just at a time when Hongkong was in the very throes of a commercial depression that was felt not in the Farther East alone but throughout the financial world. Just as the calm follows the storm, the period of depression soon passed and made way for more prosperous times when, in common with other industrial enterprises, the local Dockyard shared in the fortuitous circumstances that contributed to the enhancement of its credit balance in the profit and loss account. The whole history of the company bears evidence of the remarkable patience displayed by the shareholders in bad times. Not only did they content themselves with such dividends as barely satisfied the wish for a fair rate of interest on the amount of their investment, but in periods of abnormal profits the self-denial, complained of as an unknown quantity, permitted of acquisitions being ob-

tained almost wholly out of profits. These acquisitions appear in the shape of extensive areas of land, docks and machinery that conduce to the efficiency of the Kowloon and other establishments second to none of its size throughout the shipping ports of the Empire. It is admitted that to so low a figure have the properties of the Company been written down that they would be realised at the moment, they would appear as far the better asset than might have been formed had a cash reserve been set aside out of accumulated profits all these years. In the statement of accounts for the first half of the current year, passed at Monday's meeting, the Company presented the third best record of profits, viz., \$533,162.48. The two others by which the present is exceeded were in—

and half-year 1901, \$906,558.66
1st " 1902, 645,949.87.

The record was established under abnormal conditions following the Spanish-American War, while the profits for January-June of this year were made under circumstances, in the words of the Chairman, that brought about "a falling-off in the tonnage docked." He alluded to the Russo-Japanese war. In the record half-years of 1901 and 1902, after appropriations recommended and adopted, the amounts available and carried forward to new accounts were \$459,695.15 and \$420,119.59, respectively. Whereas the Company has carried to the current semi-annual account the highest figure on record, viz., \$505,471.37. Where then is the truth of the implied allegation of exaction of "the last cent of profit"? Had the second of the resolution moved by the Chairman on Monday taken the pains to compare figures with past reports, he would have found that the charge is not borne out by fact. This large amount of over half-a-million in a liquid form is no mean consideration that weighed with those shareholders (who number as far and away the more important of the Company) who decided upon the \$6 dividend and \$2 bonus. Were they actuated by any grasping motive they would not deserve the sympathy of any right-minded citizen who looked to the commercial stability of the Colony. They asked for just what is their due, and no more. The speaker should have known as well as any dabbler in the stock exchange that fluctuations in the market value of shares do not depend so much on the dividends payable as upon the manipulations of "bulls" and "bears." If the Company had not been made the medium of aggrandisement to unscrupulous operators, we feel certain the fluctuations would have been regulated by the ordinary merits of the Company rather than by the law of supply and demand in the number of shares thereof. The prospect of the Company in the immediate future, when the War at present unhappily being waged in the North is a matter of history, fully justifies the most optimistic view that the harvest of plenty is yet to be reaped. Added to the abnormality of repairing and other works which may be counted with a reasonable degree of certainty, it is safe to predict there will be that growing trade in China and Japan and the voice of the "East calling" which will allure to these parts those "argosies of magic sail" that will enhance the tonnage of the port in a like, if not greater, ratio as it has done in the past.

LOCAL AND GENERAL.

In a cricket match played at Beckenham on 16th ult. the Hong Kong and Shanghai Bank scored 98, and Chartered Bank 55.

At the Supreme Court to-day, the further hearing of the libel action, whereby one Chinese rice trader sought to recover \$1,000 damages from one of his clansmen, was continued and further adjourned.

The s.s. *Hatching* which was advertised to be sold by auction this afternoon, by Messrs. Hughes and Hough, was withdrawn. It is understood that negotiations are pending for sale, privately, of this vessel.

By kind permission of Lieut. Col. Iremonger and Officers, the Band of the 93rd Burma Infantry will play the following programme at the Kowloon Hotel, during dinner, to-morrow evening (weather permitting):—

March: "Field Service".....Ord. Hume.
Overture: "Carnegie".....Rossini.
Selection: "The Bohemian Girl".....Ballet.
Intermezzo: "Prelude de l'Al".....Gilles.
Selection: "Reminiscences of the Plantation".....Chambers.
Waltz: "The Choristers".....Pheasant.
Two Step: "Mumblin Moss".....Thurman.
God save the King.

The Brunswick *Landsturm* hears from most trustworthy source, that the German Crown Prince will start on a voyage round the world at the beginning of the autumn. The voyage is to be made on board the training-ship *Charlotte*, which is at present undergoing repairs in the shipbuilding yard at Kiel. The Crown Prince, it is stated, will have the same suite of cabins as was used by the late Duke Paul Frederick of Mecklenburg. His Royal Highness will not do duty as a naval officer during the voyage, but will devote his time to studying and gathering information.

A *Rout* correspondent says there is good reason to believe that the Holy See will make no attempt to retract from the position which it has taken up in the case of the two French bishops.

CHARTERING for the Far East is at a standstill at Cardiff, says a correspondent in that town, but to what extent this is due to a feeling of uncertainty as to the fate of the vessels in Eastern waters or to a dearth of orders it is impossible to say. No local action has been taken beyond that of making representations to the Foreign Office in the case of the *Allenton*.

AN amusing story is being told of a curious scene which recently took place at a Bridport (Dorset) hotel, in which a young married couple were staying. The husband was taken suddenly ill in his bedroom, and the distressed wife went downstairs, and made a mustard poultice. In her anxiety and hurry she rushed back to the wrong room, and thrust the scorching remedy upon an unsuspecting stranger. When the unfortunate man gave a cry of surprise and pain, the sympathetic wife discovered her mistake, and fled in terror. The husband so enjoyed the embarrassing error that he was able to dispense with his plaster.

JOY has seldom been more swiftly turned to sorrow than at the wedding of Mlle. Marya Lebedeff, a beautiful young heiress, of Perm, Russia, to her soldier lover, Captain Count Lamensky. The marriage service had just been completed, and the relatives of the devoted pair were offering their congratulations, when the bridegroom reeled, and fell at the foot of the altar. He had died suddenly of heart disease. Realising that her beloved was no more, the bride shrieked hysterically, and ran out of the church, tearing her bridal veil as she ran. Next day she was found in a wood some miles away, quite nude, and raving mad. Brought back to her parents' house, Marya was put to bed, and a doctor sent for. When he arrived, it was discovered that the unfortunate girl, under cover of the bedclothes, had stabbed herself to the heart with a hairpin.

THE TYPHOON.

CONDITIONS IN THE HARBOUR.

Closely following one upon the other, another typhoon is now passing the Colony and generally upsetting shipping in this port. At 11.15 a.m. yesterday the red cone and drum were hoisted at all signal stations, denoting a typhoon to the north east of the colony, the centre being more than three hundred miles distant. This morning the signal was changed showing that the typhoon was to the southward of Hongkong, or in the South quadrant, S.E. to S.W. the centre being less than 300 miles distant, the typhoon moving Westward. During yesterday there was but little movement in the harbour, lighters only going out in tow of launches, and sampans being chary of venturing beyond near lying steamers. To-day all was changed. Lighters, sampans and small craft fled for asylum to Causeway Bay, and the harbour presented an entirely empty and deserted appearance, nothing but the larger-sized launches and the Star Ferry Co.'s boats moving therein. Work on board the steamers was altogether suspended, excepting only on the German boat *Borneo* and the P. and O. S. N. Co.'s *Formosa* which lie sheltered at the Kowloon Wharves, as even had lighters been induced to go off to the other steamers, it would have been difficult for them to get alongside, and dangerous to lie there if they did manage to get there.

At the Hongkong and Whampoa Company's docks everything is practically at a standstill, for the vessels lying alongside the wharves had to be towed out and anchored in the bay for safety. Thus the *Changsha*, the *Korat*, *Shawmut*, and the *Lightning* are all lying idle waiting for the passing of the typhoon, to complete their docking and repairs. The *Shawmut* awaits her periodical overhaul, as is the case with the *Changsha*, while the *Korat* and the *Lightning* await repairs to their tank tops under the boilers. Not half of the Chinese dock hands put in an appearance this morning, and most of those that did so had to be sent away again, as there was nothing for them to do.

In the harbour a nasty choppy sea prevailed with very strong easterly winds, so that even the Star Ferry boats were pitched like shuttlecocks, and nowhere was there any sign of maritime life. The French mail boat, s.s. *Touraine*, which left last evening on her homeward voyage, had not proceeded very far when it was found that the weather was too severe to continue, and she put back to harbour. The Pacific Mail s.s. *Gallia*, which left at daylight this morning, also found the weather too bad and returned to her moorings. The *Empress of India* which is advertised to sail to-day for Vancouver, is not expected to leave till to-morrow, and it was thought that no other steamers would leave port. On the other hand, the French Mail boat *Ernest Simon* which arrived to time this morning reports having only experienced the ordinary monsoon weather. Ever in Kowloon the wind was so strong that the ricksha coolies could only with the greatest efforts make any headway against it, while all the time great seas were dashing against the sea-wall, sending heavy spray far across the road. All sampans were hauled high and dry above high water mark, and nothing but the *Robert Cooke* was to be seen ready for a possible change in the weather to tow up or other of the waiting vessels back to the docks to continue the necessary work of overhauling or repairs. Heavy black clouds crowded round the peak, and intermittent showers of rain prevailed all day.

THE WAR.

RUSSIAN CRUISER AT
KWANGCHOWAN.

WOUNDED DISEMBARKED.

PROVISIONS PURCHASED.

(From a Correspondent.)

Macao, 23rd August.

The Portuguese steamer *Macao* arrived from Kwangchow yesterday. By her the report was brought that a Russian cruiser, to all appearances of 10,000 tons more or less, had entered that port and disembarked something over a hundred Russian wounded. Purchases were made of poultry, meat, eggs and other provisions. The French Government provided the cruiser with coal, and detached a gunboat to accompany her out of the port. The destination of the foreigner is unknown.

The cruiser exhibited a large hole on her side near the stern, just above the waterline. She appeared much weather beaten. These are all the details I could gather in regard to the unknown refugee.

[From Reuter's wire of the 21st inst., it is evidently the cruiser *Diana* that called at Kwangchow in her flight after the recent engagement off Port Arthur. Reuter announced her arrival at Saigon.—Ed., H.K.T.]

FLOATING MINES.

THE RUSSIAN EXCUSE.

A prominent official connected with the Marine Department at St. Petersburg expressed what is the official view in Russia with regard to the use of mechanical mines in warfare:—

"The use of mines is, perhaps, the most barbarous method of carrying on warfare," he said. "It was a clever ruse on the part of Admiral Togo to initiate their use; but when we fight the Japanese with their own weapons the whole world seems to take the matter up, and say it is against international law. When the Japanese battleship was sunk by a mine, the fleet was engaged bombarding Port Arthur. Russian mines are not floating mines, but are stationary machines, and it would take a very strong current to remove them. If they were carried away by the tides they would naturally become a danger to neutrals, but we take all possible precautions to prevent that. However, when the Japanese began to use their deadly instruments, and were very happy when one of our best ships was blown up, causing the loss of one of our gallant admirals, they could not expect otherwise than that we should adopt the same method of warfare. It is difficult to say what are now territorial waters; the Japanese were bombarding us nine miles away. Territorial waters formerly corresponded with the extreme range of guns, and now it is evident that international law is not advancing with the progress made in the art of war. Therefore, the territorial limit, we think, ought to be changed. After the war, Russia will be the first country to agree by convention not to use such engines of war as mines in future. Both at the Geneva Convention and The Hague Conference, Russia was always on the side of such limitations."

THE WILL OF THE RUSSIAN WOMEN.

The isolation of the Port Arthur garrison is not relished by those of the Russian people whose emotions are not bound up with considerations of military strategy. "A Mother" writes to the *Novoye Vremya*, the Russian newspaper, a letter, from which the following is an extract:—

I entreat you in the name of all the mothers and wives of Russia to help us. Say openly that we cannot remain indifferent to the fact that our children are beaten, and that everything which is dear to us is destroyed. To demand that everything that is possible should be done to save them. You must agree that if we women are required to make such sacrifices as are involved in giving birth to our children, we have also the right to request that their lives should be sold dearly, and not thrown away, as is the case at present. Everybody quotes now the bravery of our sons. And how do we reward them? Let them all die, but not until everything has been done to save them. We have a right to demand this—we, their wives and mothers—whose all is shut up in Port Arthur now. How can you read without a choking at the heart of this band of men being cut off from their brethren? What is the State if not an agglomeration of human lives? I entreat you, help us to obtain the right to defend our children. You must understand—you know they are dying at Port Arthur; still, we must be silent; I cannot be silent—you may make powder of me, but I cannot remain dumb. I am exhausted because I know how unhappy our sons' and husbands have been for these last four months. And it is only now, when they cannot be saved, that I have the right to entreat for their safety. I say it is a shame to require everything—life itself—and to repay the sacrifice with indifference. I entreat you, "Save them." You must remember that we women who give you citizens who educate their souls and consciences have a right to a voice, and this voice must be listened to in the State. I entreat you on my knees.

The editor of the *Novoye Vremya*, in a footnote, states that the letter was stained, evidently with the tears of the writer.

TELEGRAMS.

THE WAR.

THE "SEVASTOPOL"
DAMAGED

IN PORT ARTHUR.

Mr. M. Noma, Consul for Japan, has kindly forwarded to us the following telegram:—

Tokio, 24th August,
12.30 p.m.

According to the report of the Commander of the *Asashio*, the *Sevastopol*, while bombarding the Japanese position on land from outside of the harbour, on the 23rd instant, struck a mine and inclined considerably to starboard, with bow submerged in water and was towed inside.

[The *Sevastopol*, one of the vessels badly damaged at Port Arthur on the 9th of February, is a battleship of 10,960 tons, having a length of 367 feet, and speed of 17½ knots. She was built in 1899. Her armament consists of 4-12", 12-5", and 31 quickfiring and smaller guns.—Ed., H. K. T.]

(Reuter's.)

The Christening of the Tsarevitch.

LONDON, 22nd August.

The official sponsors at the baptism of the Tsarevitch include the Kaiser, King Edward and the King of Denmark.

The Baltic Fleet.

The floating dock for the Baltic fleet while on the way from St. Petersburg to Liban broke in two and was totally lost.

Russian Cruisers.

A Durban steamer reports that an unknown war ship, believed to be Russian, was off Cape St. Francis on Thursday.

The cruiser *Torilis* and two torpedo boats passed the Great Belt yesterday en route to the Red Sea in search of merchantmen.

LATER.

Chinese Neutrality.

Officials in Washington state that American warships have been specially instructed not to attempt to protect Chinese neutrality. The admiral has not been instructed to interfere with the action of Japanese vessels. The officials are convinced that the Japanese do not intend to violate neutrality.

PUBLIC HEALTH LAWS.

At a meeting of the Sanitary Board to-morrow, Mr. Brewin, pursuant to notice, will move:—

1. That the attention of the sub-committee appointed to consider what amendments are desirable in the Public Health and Buildings Ordinance, 1903, be invited to section 188.
2. That all applications for modifications of the provisions of section 188, sub-section 3, of Ordinance No. 1 of 1903, be forwarded to the Colonial Secretary whether the modifications be recommended by the Board or not.

The Sanitary Board will consider to-morrow a reply from Government to the Board's recommendation that the water supply should be extended to Kowloon City, etc.

Report of the sub-committee re the systems of house drainage and amendment of the by-laws.

THE WEATHER.

The following report is from Mr. J. I. Plummer, Chief Assistant of the Hongkong Observatory:—

On the 23rd at 3.53 p.m. orders were given to hoist the black S. Cone and black drum.

On the 24th at 9.45 a.m. orders were given to hoist the black S. Cone.

At 11.12 a.m. The barometer has risen in the Philippines and the extreme north and has remained practically stationary throughout China. A slight fall is registered at Cap Rock. The typhoon is now situated nearly due south of Hongkong and is still moving westward.

Moderate N.E. winds prevail in the Formosa Channel and strong veering to S.E. winds in the northern part of the China Sea.

Forecast:—Strong E. to S.E. winds; squally, showery.

SHIPPING AND MAILS.

MAILS DUE.

English (*Chusan*) 25th inst.

American (*Mongolia*) 26th inst.

Indian (*Kumsang*) 29th inst.

German (*Bayern*) 31st inst.

Canadian (*Empress of Japan*) 6th prox.

Australian (*Chingis*) 7th prox.

The Barber Line s.s. *Satsuma* arrived at New York on 21st inst.

The C. S. N. Co.'s s.s. *Kumgang* from Calcutta and the Straits left Singapore for this port on 23rd inst. at 6 p.m.

IMPORTANT LAND CASE
DECISION.

RECLAMATION PRIVILEGES.

At the Supreme Court this morning, the Chief Justice (Sir William Meigh Goodman) and the Puisne Judge, (Mr. T. Sercombe Smith) gave judgment in the appeal of Chan Ut Sui and Fun Kan Shan, v. Chu Lee and Chow Ping. The case which sought to set aside a former judgment of the Chief Justice came before the Court on the 8th and 9th instant.

Mr. M. W. Slade, (instructed by Mr. H. J. Gedge, of Messrs. Johnson, Stokes and Master) appeared for the appellants, and Mr. E. H. Sharp, K.C., and Mr. H. E. Pollock K.C., (instructed by Mr. J. Smith Harston of Messrs. Ewens and Harston) were for the respondents.

The Chief Justice, in delivering judgment, said:—This is an appeal from the judgment of the Chief Justice in the above action, delivered on March 26 last, in favour of the respondents who were the plaintiffs in the action. When the Praya Reclamation Ordinance was passed on May 10, 1889, there were three sections of Marine Lot 53A, which fronted the then Praya, namely, sections B and D, and what was called "the remaining portion." There were also two sections, namely, section C and section A, which had no frontage on the Praya. The reclamation from the sea or harbour on the other side of the Praya (a fifty-foot roadway belonging to the Crown and running between the harbour and Marine Lot 53A) was to be made under the Ordinance. Section 7, which is numbered as section 8 in the edition of the New Ordinances, begins by reciting that (as I interpret the section) the "frontagers," or the majority of them, had signified their readiness to contribute towards the cost to be incurred for, and in connection with, the reclamation, provided the Governor would grant to them, respectively, Crown Leases of such equitable proportion of the proposed reclamation as might be available, having regard to public requirements in respect of roads and streets to be made on the land when reclaimed and in the case of each frontage (as I interpret the word "lessee" in the circumstances) having regard to the claims of other frontagers (the word is "lessee," which I again hold to mean "frontagers," in accordance with the interpretation given by the first few lines of the section).

The section then provides that a plan should be made signed by the Surveyor General and countersigned by the Governor showing in detail the portion of the proposed reclamation assigned to lessees (i.e., as I interpret it "frontagers") in respect of the lots of land or sections thereof registered in their names at the Land Registry Office at the date of the commencement of the Ordinance. This plan was to be deposited at the said office and to have annexed to it a schedule containing a list of the lessees (i.e., as I interpret it "frontagers") of such lots of land and sections as aforesaid, and the approximate contribution required from each of them in respect of the cost of his portion of the reclamation. This plan and schedule were to be gazetted. This was duly done. The plan showed the "equitable proportions" of the reclamation in front of Marine Lot 53A, respectively allotted to Yew Chow, the lessee of sections B and D, and to Chu Chuen, the lessee of the so-called "remaining portion," both being frontagers, and, of course, it showed no portion allotted to the lessees of sections A and C who were not "frontagers." The schedule gave Yew Chow 5,833 square feet and Chu Chuen 1,526 square feet. The system of apportioning to frontagers only was carried out all through the scheme. Mr. Bruce Shepherd, the Land Officer, in his evidence, stated "The general rule was to divide the reclamation according to the line of frontage, lineal frontages were undivided and frontage sections were divided. In the Government scheme no portion of the reclamation was allotted to back section owners of Marine Lots." In my opinion that course was in accordance with the intention of the Ordinance. It has been acted upon all through and to place any other interpretation upon the Ordinance now, when, after fifteen years, the reclamation has been practically completed and frontagers have paid their contributions and have dealt with their interests in the portions allotted to them, would be most disastrous. In my opinion the plan and schedule allotted their respective "equitable proportions" to Yew Chow and Chu Chuen quite properly and I cannot help believing that if those gentlemen had been let alone they would have signed the agreements for their respective portions of reclamation in due course. Someone, however, in my opinion, misreading the Ordinance, put it into Chu Chuen's head that he was entitled to a much larger proportion than that allotted to him, because he held a considerable proportion of Marine Lot 53A, as a back section owner. Whether it was the English gentleman who wrote Chu Chuen's letters to the Colonial Secretary I do not know. The name of that gentleman was mentioned in the course of the arguments and it was clear to me that Chu Chuen's letters were not written by a Chinese. However that may be, the contention on the part of Chu Chuen was that the "equitable proportion" which really ought to have been allotted to Yew Chow was "so small that he could not build upon it in conformity with the building agreement of the Reclamation Ordinance" (see letter, December 20, 1889). There was no evidence that Yew Chow consulted any lawyer, and, fifteen years ago, Chinese in Hongkong were even less familiar with English law than they are now. Personally, I have no doubt that the real reason why Yew Chow did not signify his acceptance in writing and enter into the agreement prepared for him was that he was afraid that those who asserted the claims of back section holders would involve him in litigation and trouble if he did. Mr. Stephens, the lessee of back section C, was a lawyer, and even Mr. Bruce Shepherd, the official who was acting as Land Officer for the Government, appears to me in this particular case, for some reason which I cannot understand, to have given some countenance to the claims of the back section

holders of Marine Lot 53A, because in his evidence he says "What I decided in the matter was that the person entering into the agreement should guarantee either to assign an 'equitable proportion' of the said reclamation, or to pay an equivalent in money to the owners of the back sections." Now, if I am right in my construction of the Ordinance, the back section holders had no claim whatever. I cannot therefore quite see why Chu Chuen was allowed to enter into Yew Chow's agreement, as well as his own, except upon the understanding that before the Crown Leases came to be granted, years afterwards, when the reclamation should be finished, the question of what was Yew Chow's proper proportion, that is to say his 'equitable proportion' of the whole reclamation in front of the whole of Marine Lot 53A would have to be settled amicably or by the Court. In the letter of February 3, 1890, from the Colonial Secretary in response to a claim in respect of a back section, Chu Chuen was told "I am directed to inform you that your rights will be duly considered when the lessees to the reclaimed land are being prepared." Chu Chuen had already been informed, by the letter of January 9, 1890, from the Colonial Secretary, that as a back section holder of Marine Lot 53A, he could not be allowed to sign a reclamation agreement, but as he would not take 'no' for an answer, further consideration of the matter was referred to the then distant future date when the actual Crown Leases would be granted. It is undoubtedly true that, in all the circumstances, Yew Chow did not enter into the statutory agreement within the statutory three months from July 6, 1889, the date of notification required by the Ordinance. But it is also true that Chu Chuen only entered into the two agreements, namely, his own and that into which Yew Chow ought to have entered on December 19, 1889, although the old date of October 5, 1889, was in each case allowed to remain unaltered on the agreement. The Crown could, however, I presume, by its representative allow the agreement to be entered into after the three months under its general powers, if not under statutory authority. I do not think the 'undertaking' to assign an equitable proportion can fairly be construed as such proportion as I Chu Chuen erroneously consider to be an equitable proportion. It must mean such a proportion as a Court of Equity would, if appealed to, hold to be an 'equitable proportion.' It is clear that the Government considered that Yew Chow was to be deemed a person who was willing to accept the portion allotted to him on the plan, because in the Government Notification, No. 530, in the Hongkong Government Gazette of December 19, 1901, a 'List of Lessees who have signified their acceptance of the portions of land assigned to them, etc., etc.' is given, and under the heading of 'Names of Crown Lessees or their assigns registered on date of acceptance' the name of Yew Chow is given as regards sections B and D of Marine Lot 53A. In my opinion if the matter had been brought for the decision of the Court in 1889, the Court would have held that Yew Chow's equitable proportion of the whole reclamation in front of Marine Lot 53A was that portion allotted to him by the plan and schedule, and that Chu Chuen's equitable proportion was the other portion allotted to him by the plan and schedule, in respect of what was called 'the remaining portions' of Marine Lot 53A. It was admitted that the appellants stood in the place of Chu Chuen, their predecessor in title, and that the respondents stood in the place of Yew Chow, their predecessor in title. I can see nothing affecting this case in the fact that, after this action was begun, the appellants were allowed to enter into a Possessory Agreement giving a similar undertaking to that given by their predecessor, Chu Chuen, and on the whole I adhere to the judgment I gave in the Court below, and which went fully into the matter. On referring to my notes I see that the Counsel for the appellants admitted in the Court below, while Mr. Sharp, K.C., the Counsel for the plaintiffs, was opening his case 'that the plaintiffs were entitled to a portion of the extension,' i.e. of the reclamation; and if so I can only say it appears to me that they are entitled to the proportion the plan and schedule allotted to Yew Chow. The appeal therefore must be dismissed with costs.

Mr. T. Sercombe Smith concurred. He said: In May 1889 the Praya Reclamation Ordinance, No. 16 of 1889, was passed to carry out a scheme for the reclamation of the foreshore opposite the City of Victoria. At this date, Marine Lot 53A which was affected by the Ordinance stood divided into five sections, A, B, C, D, and a remaining portion. The owner of front sections B and D was Yew Chow, predecessor in title of the present respondents. The owner of back section A and of the remaining portion was Chu Chuen, predecessor in title of the present appellants. Back section C was owned by Mr. M. J. D. Stephens. The alleged reclamation rights belonging to this back section were later on bought by Chu Chuen from Mr. Stephens for \$2,000 (see third paragraph of Chu Chuen's letter of 20th Dec., 1889), who according to the proper construction of the Ordinance were entitled to share in the scheme propounded by the Ordinance. According to the introductory portion of section 7 the persons so entitled were the Crown lessees or their assigns who, at the date of the commencement of the Ordinance, viz. May 10th, 1889, were registered in the Land Registry Office in respect of the lots or sections thereof fronting the Praya roadway along the line of the proposed reclamation. In his judgment in the Court below the Chief Justice construed the words "lots of land or sections thereof fronting the Praya roadway" to mean undivided lots which fronted the Praya roadway, and rejected the contention of the appellants that the words meant lots of land fronting the Praya roadway or sections of lots of land which front the Praya roadway antecedent to "which" being "lots of land" and not "sections." I concur in the construction adopted by the Chief Justice. It follows that those persons who owned back sections, i.e., sections not fronting the Praya roadway, were not

entitled to share in the scheme propounded by the Ordinance, and that so far as M. L. 53A is concerned only the ownership of sections B and D, and of the remaining portion could participate in the reclamation in front of M. L. 53A. The terms of admission to the scheme were that the eligible Crown lessees, or their assigns, should contribute towards the cost of the works and that the Governor would grant Crown leases of such equitable proportion of the reclamation as might finally be available. These terms being settled, a plan showing in detail the portion of the proposed reclamation assigned to lessees and a schedule containing a list of such lessees and the approximate contribution required from each were to be deposited at the Land Registry Office (Sec 7 (i)). Pursuant to section 7 (ii) the deposit of the plan was notified in the Gazette of the 6th July, 1889, and a copy of the schedule was simultaneously published. Thereupon it became necessary that the lessees who were desirous of entering into an agreement in the form of the schedule to the Ordinance should, within a period of two months from the 6th of July, 1889, signify in writing their acceptance of the portions of land (i.e., reclamation land) assigned to them on the plan deposited, and of their intention to enter into an agreement. Under these circumstances, Yew Chow who as owner of front sections B and D, would have been entitled to his equitable proportion of the available reclamation in front of M. L. 53A, upon signing the agreement refused, for reasons which need not be speculated upon, to enter into the agreement. Thereupon Chu Chuen, for reasons which it is difficult to understand, was permitted to sign the agreement in respect of the reclamation to M. L. 53A sections B and D. That agreement was nominally dated Oct. 5th, 1889, and had attached to it a document which has been designated an "undertaking" throughout this action. In this state of affairs, the successors in title of Yew Chow brought an action in title of Chu Chuen asking for a declaration that they were entitled to such proportion (from front to back) of the whole of the reclamation to Marine Lot 53A, as the frontage of their property, sections B and D, of the said lot, upon the old Praya roadway (now known as des Vieux Road) bears to the whole frontage of Marine Lot 53A upon the said roadway. The Chief Justice decided that if the plaintiffs were willing to refund with interest at 8 per cent. the \$2,000 paid by Chu Chuen to Mr. M. J. D. Stephens and the money contributed by Chu Chuen and the defendants towards the cost of making the Praya, he ought to decree that the Crown lease of the whole disputed portion of the Reclamation ought to be granted (on payment of any further contribution that might become due in final settlement of the Praya Reclamation Accounts) to the plaintiffs; or if granted to the defendants, that the land must be held by them in trust for the plaintiffs. It is from that decision that this appeal lies. There are two questions raised on this appeal: (1.) Was Chu Chuen a trustee for Yew Chow? (2.) If he was, of what was he trustee? By an agreement dated Oct. 5th, 1889, the Governor of Hongkong stipulated that upon the completion of a certain reclamation and upon payment by Chu Chuen of certain sums, he (the Governor) would grant to Chu Chuen a Crown lease of that portion of the reclamation delineated and coloured red upon a plan annexed to the agreement. In that agreement the name of Yew Chow is struck out, and the name Chu Chuen is substituted. Chu Chuen must therefore have been aware that he was signing an agreement originally intended to have been signed by Yew Chow. The plan annexed to the agreement showed that the reclamation of which a Crown lease was agreed to be granted was the reclamation in respect of sections B and D of M. L. 53A. Of this also Chu Chuen must have been aware when he signed the agreement. Further Chu Chuen was not the owner of sections B and D, as he well knew. Chu Chuen also knew that Yew Chow was the owner of these two sections. Moreover, under the proviso to Clause 5 of the agreement Chu Chuen was to obtain no other rights over the new foreshore in front of the reclamation than he had in respect of sections B and D of M. L. 53A. As he was not owner of sections B and D, he had no rights of foreshore in respect of those two sections. This only way therefore of giving effect to the proviso would be to treat Chu Chuen as representing the real owners of sections B and D. From the agreement itself therefore and from the fact that Chu Chuen was not owner of sections B and D, I conclude that Chu Chuen entered into the agreement not for himself but for Yew Chow, and that whilst the legal right to benefit of the agreement was in Chu Chuen, the equitable right was in Yew Chow. Turning now to the Praya Reclamation Ordinance, all the reclamation projected under the Ordinance was vested absolutely in the Crown, with power to the Governor, subject to the provisions of the Ordinance, to deal with and dispose of that reclamation to as full an extent as in the case of other Crown lands. These provisions are contained in section 7 which, in brief, provides for agreements to be entered into between the Governor and those Crown lessees who have complied with sub-section 2 of section 7, by signifying in writing their acceptance of the land assigned to them on a certain plan and of their intention to enter into an agreement. Yew Chow, being Crown lessee of sections B and D of M. L. 53A, was entitled to enter into the agreement which Chu Chuen signed, provided he (Yew Chow) signified to the Crown his acceptance and intention as aforesaid. Notwithstanding the evidence of Mr. Bruce Shepherd that Yew Chow "did not signify his assent under the Ordinance," it is clear, I think, that the Crown recognised Yew Chow as a Crown lessee who signified his acceptance under section 7 (3) of the Praya Reclamation Ordinance, 1889. This is notified in No. 530 published in the Hongkong Government Gazette of 19th December, 1889. That notification in part is as follows:—"The Praya Reclamation Ordinance, 1889.—List of lessees who have signified their acceptance of

the portions of land assigned to them under the Praya Reclamation Ordinance, 1889, section 7, sub-section 2."—In the schedule attached here is this:—"Registered No. of Marine Lot, 53A, names of crown lessees or their assigns on date of acceptance, Section B, Yew Chow; Section D, Yew Chow." I do not doubt therefore that Yew Chow qualified to enter into the agreement and as owner of Sections B and D, became under the Ordinance equitable owner of the right to the front of a Crown lease for the reclamation delineated red on the plan annexed to the agreement which he should have signed but which was in fact signed by Chu Chuen. The legal right being by the agreement in Chu Chuen and the equitable right by the Ordinance in Yew Chow, Chu Chuen was trustee for Yew Chow of such right. Now what was that right? It was the right to a grant of a Crown lease, which is personal property. A contract for a lease is an interest in land within the meaning of section 4 of the Statute of Frauds: the words in the 4th section are "lands, tenements or hereditaments or any interest in or concerning them." The 7th section mentions "lands, tenements or hereditaments," but does not mention any interest in them. The inference is that interests in land such as a contract for a lease are not within section 7. But if this view be unsound and the trust arising in the present case is a trust of lands, tenements or hereditaments within section 7, and if there is no document signed by defendant proving the existence of the trust alleged, nevertheless other evidence is admissible to prevent the Statute of Frauds from being used in order to commit a fraud. In Rochefoucauld v. Boustead (1897) 1 Ch. at p. 206, Lindley, L. J., said: "It is further established by a series of cases, the propriety of which cannot now be questioned, that the Statute of Frauds does not prevent such a contract as a contract for a lease or the part of a person to whom land is conveyed as a trustee and who knows it was so conveyed to deny the trust and claim the land himself. Consequently, notwithstanding the Statute, it is competent for a person claiming land conveyed to another to prove by parole evidence that it was so conveyed upon trust for the claimant and that the grantee, knowing the facts, is denying the trust and relying upon the form of conveyance and the Statute in order to keep the land himself." This passage in my judgment covers the present case. If the property of which Chu Chuen was trustee was within section 7 of the Statute of Frauds, it was urged that Yew Chow had forfeited his right to enter into an agreement and had been relegated to his remedies under section 7 (6) of the Praya Reclamation Ordinance. If this is urged on the ground that Yew Chow was not only out of time but also did not enter into an agreement, the objection equally applies to Chu Chuen who though he signed an agreement did not sign within the prescribed time, viz., on or before 5th October, 1889; for though that agreement was dated 5th October it is certain that it was not signed until some date between 6th and 20th December, 1889 (see letters of 6th and 20th December, 1889) and very probably not till 19th December, 1889. Moreover, it concerned the Crown only, and in no manner concerned Chu Chuen how the Crown was pleased to treat Yew Chow after he had signified his acceptance and intention; though he had failed to enter into an agreement. I think therefore that there is no force in any contention that Yew Chow had lost his right to come in under the reclamation scheme and had therefore ceased to have an equitable right to the grant of a Crown lease. Hitherto I have made no allusion to the document which was attached to the agreement and signed on 19th December and has been called the "undertaking" throughout this case. I view that document as embodying a preliminary agreement for what it was worth between the Crown and Chu Chuen. By preliminary agreement I mean an agreement preliminary to the signing of the agreement under the Ordinance by Chu Chuen. It was a condition precedent to Chu Chuen being allowed to sign that agreement that he should give such an undertaking. That letter came into existence as a result of the Colonial Secretary's letter of 6th December, 1889; without it, no agreement with Chu Chuen would have been made. That document does not, in my opinion, in any way control or modify or affect the construction to be placed either on the agreement of 19th December, 1889; or on the Praya Reclamation Ordinance, 1889, and does not throw light on the question of the property of which Chu Chuen was trustee for Yew Chow. It may have evidential value on the point whether Chu Chuen considered himself a trustee for Yew Chow, but I have not used it for that purpose. The Ordinance, the agreement and surrounding circumstances demonstrate in my judgment that the relation of trustee and cestui que trust existed between Chu Chuen and Yew Chow in respect of the right to a grant of a Crown lease of that portion of the reclamation which is marked red on the plan annexed to the agreement which is signed by Chu Chuen. It must be assumed that the land marked red on the plan annexed to the agreement was allotted to the owner of sections B and D, because it was deemed to be the equitable proportion to which that owner was entitled by the Ordinance. At any rate Chu Chuen was trustee for Yew Chow of the portion allotted on the plan, and if Yew Chow's successors in title, the present respondents, are dissatisfied with that apportionment there are means by which the question can be raised against the Crown as to whether they are receiving the equitable proportion contemplated by the Ordinance. In my opinion they will receive that proportion though that expression of that opinion is not necessary to the decision in this case. On the other hand, if the appellants think they have a claim against the Crown by reason of the undertaking given by Chu Chuen they also have their remedy; but this cannot affect the rights of Chu Chuen and Yew Chow, inter se, and those rights form the only matter for consideration in this appeal. I therefore think that it should be declared that

the plaintiffs are entitled to the grant of a Crown lease of the area of land marked red in the articles of agreement dated 5th Oct., 1889, but apparently executed on 19th Dec., 1889; that is to say, to such proportion (from front to back) of the whole of the reclamation to Marine Lot 53A as the frontage of the plaintiffs' property, Sections B and D, of the said lot, upon the old Praya roadway (now known as des Vieux Road) bears to the whole frontage of Marine Lot No. 53A upon the said roadway; and that the plaintiffs refund to the defendants with interest at 8 per cent. such sums as they, or their predecessors in title, have contributed to the cost of the reclamation in question as well as the sum of \$2,000 for which Chu Chuen bought the alleged reclamation rights of the owner of back section C. This appeal should therefore be dismissed with costs.

HONGKONG CARGO ex
S.S. "ARABIA"

RELEASED AT VLADIVOSTOK.

We are informed that the Portland and Asiatic Steamship Co.'s chartered steamer Arabia which was seized by the Vladivostok Squadron toward the close of July and taken to that port was to leave Vladivostok to-day. The Hongkong cargo has been released. It was notified, on the 5th inst., that the vessel was released at Vladivostok after a quantity of flour and railway material had been removed.

JAPANESE GOVERNMENT'S.

CHARTERED STEAMERS.

Month by month since the outbreak of the war the Japanese Government has been steadily chartering steamers from the various steamship companies of Japan, for service variously as transports, colliers, patrol-boats, coast-guards and supply ships, the number chartered averaging some forty per month.

Of these the Nippon Yusen Kaisha heads the list, with 60 steamers chartered, of one of which the charter was cancelled to enable the company to maintain its Australian line, and four others, as it will be remembered by our readers, being used to block the entrance to Port Arthur, which was, however, only partially successful. The Osaka Shosen Kaisha follows with thirty steamers, the Mitsui Bussan Kaisha with 8, and the Toyo Kisen Kaisha with five steamers. From sundry other companies one hundred and sixteen steamers have been chartered, but all from Japanese companies, the government chartering no foreign vessels direct. Among the above number there are, of course, a good many foreign vessels, but these have been previously chartered by private Japanese firms and then chartered by them to their government as it required them. Thus it will be seen that up to last official advices from Japan about the 7th inst., some two hundred and nineteen steamers have been chartered, of tonnages varying from 500 to 6,400 registered.

It is understood that within the next month or six weeks several more steamers will be chartered for coast service, details of which, however, are not yet to hand. In the meantime we have learnt that the steamers of the Indo-China S. N. Co., engaged with the Japanese Government, have been rechartered, while from the same company's fleet two more steamers have been secured for service in Japan, for a period of six months. Had not this company profitable engagement for its vessels in the coastwise carrying trade it is very probable, we learn, that the inquiry for Japan would have been more largely met.

A GOLD STANDARD WANTED.

The President of the Board of Revenue has reported on the accumulation of gold for coining gold coins. The President says that owing to the high price of gold, China has lost considerable money both in the matter of trade and in the payment of the old and new indemnities. In consideration of a further reduction in the price of silver, it is absolutely necessary for the Government to follow the good example of Japan by adopting the gold standard. Therefore the memorial asks permission to take in gold at 115.32 per 1 Tl. of pure gold from those officials and others who purchase brevet official ranks and titles in accordance with the regulations of the Board, so that gold may be collected for the important purpose mentioned.

Rescript: Let it be as recommended.—P. & T. Times.

THE NEW NEWCHWANG.

RAILWAY NOW RUNS TO HAICHENG.

Newchwang, 11th August.

On Tuesday I interviewed Major Yokura, who has been permanently appointed Military Administrator. He states that municipal matters will be continued in the same manner as formerly under an engineer division.

The revenue from the West Custom will be utilised to institute improvements throughout the native city and the British Concession, the foreshore and bund. Streets, sanitary improvements, and electric lighting works will be begun immediately; also the alteration of the railway gauge between Neuchiatun and Tashih-chiao.

The Russians when evacuating have not destroyed any of the bridges.

Trains are running daily from Pulantien to Haicheng town.

Though there is a military administration we are not under martial law. There are only general restrictions against the advent of undesirable persons, and an absolute refusal to allow anyone to go outside the two mile semi-circular limit without a special pass.

Great conjoint preparations are being made by Oku and Kuroki to attack Kuropatkin's main position at Liaoyang next week.

Many schooners and small steamers are arriving with supplies but no reinforcements have been landed here.—China Times.

COMMERCIAL.

SHARE LIST.

Following are further alterations in Messrs. Benjamin, Kelly & Potts' share quotations notified to us after the list had been printed.—China Sugar ... \$193
Kowloon Wharves ... \$113 1/2 & 1/4

To-day's
Advertisements.

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.
FOR SHANGHAI, KOBE AND
YOKOHAMA.
The Company's Steamship

"ERNEST SIMONS,"

Captain Bourdon, will be despatched for the
above Ports, TO-MORROW, the 25th instant,
at Noon.

For Freight or Passage, apply to

G. DE CHAMPEAUX,
Agent.

Hongkong, 24th August, 1904. [9]

S.S. "ERNEST SIMONS."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London, ex s.s. *Douro* and *Adour*, from Havre, *Ville de Valenciennes* and *Ville de Lorient*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after WEDNESDAY, the 31st August, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 31st August, or they will not be recognised.

All damaged packages will be examined on WEDNESDAY, the 31st August, at 3 P.M.
No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 24th August, 1904. [9]

HONGKONG GYMNASIA CLUB.

THIRD MEETING.

POST ENTRIES will be allowed in Events Nos. 2 and 4, viz.—TENT PEGGING and THE LADIES' NOMINATION. The entrance fee for Tent Pegging has been reduced from \$5 to \$3.

GEO. K. HALL BRUTTON,
Hon. Secretary, Gym. Com.

Hongkong, 24th August, 1904. [98]

FAREWELL PERFORMANCE

AND

GRAND TESTIMONIAL BENEFIT

AT THE

METROPOLE THEATRE.

SATURDAY, AUGUST 27TH.

A Special Programme Arranged.

MR. CHRISTIE announces that Saturday's performance will be the last for several weeks, as he contemplates making extensive improvements to the Theatre, including the installation of an Electric Light plant.

This Performance will also be made the occasion of a Grand Testimonial Benefit to his Business Manager, Mr. CHARLIE WARE.

Prices, ... \$2 and \$1.

Soldiers and Sailors, in uniform, half price.

Tickets may be purchased and seats reserved at the METROPOLE HOTEL or Praya East Hotel.

SATURDAY, August 27th.

Hongkong, 24th August, 1904. [967]

Intimation.



THE POPULAR
SCOTCH
IS
"BLACK & WHITE"



JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS
By Appointment to

H.M. THE KING
and
H.R.H. THE PRINCE OF WALES

Supplied at all the LEADING CLUBS
and HOTELS, and to be obtained from
LANE, CRAWFORD & Co., Queen's Road,
Central.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.

AND

CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DOE
GLASGOW AND LIVERPOOL	"TYDEUS"	24th August.
GLASGOW AND LIVERPOOL	"ANTENOR"	2nd September.
GLASGOW AND LIVERPOOL	"TELEMACHUS"	4th September.

S.S. "TYDEUS" left Singapore for this port on the 19th instant, and is due on the 24th.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"PELEUS"	30th August.
LONDON, AMSTERDAM & ANTWERP	"GLAUCUS"	13th September.
GENOA, MARSEILLES & L'POOL	"IDOMENEUS"	22nd September.
LONDON, AMSTERDAM & ANTWERP	"TYDEUS"	27th September.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS.	"TELEMACHUS"	7th September.

For Freight, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 22nd August, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
CHEFOO, WEI-HAI-WEI and TIENSIN	"KANSU"	26th August.
SHANGHAI	"WOOSUNG"	29th "
MANILA	"TEAN"	30th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	13th September.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 24th August, 1904.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 27th August, at 10 A.M.
RUBI	2540	R. W. Almond	"	SATURDAY, 10th Sept., at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,

GENERAL MANAGERS.

Hongkong, 20th August, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail on
"ARABIA"	4,483	Bahle	September 5th, 1904.
"ARAGONIA"	5,198	Schmidt	September 14th, "
"NUMANTIA"	4,370	"	October 10th, "
"NICOMEDIA"	4,370	Wagner	October 23rd, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

HONGKONG-MACAO LINE.

S.S. "WING CHAI"

Captain SAMUEL BRILL SMITH.

DEPARTURES from Hongkong, on Week Days, at 7.30 A.M. on Excursion Sundays, at 8.30 A.M. from Macao, Week Days at about 2 P.M. and Sundays about 7.30 P.M.

FARE—(Week Days) 1st Class (including cabin and servant), \$5; Return Ticket, \$9. 2nd Class, \$3; 3rd Class, 50 cents. On Excursion Sundays, 1st, 2nd, 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Time and Dinner ticket on Board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers.

WHARF—At the Western end of Wing Lok Street. The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 34 hours to reach Macao.

MING ON & CO.,

2nd Floor, No. 16, Victoria Street.

Hongkong, 5th January, 1904.

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING,"

Captain E. J. Page, of 1,088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with Electricity; hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.

1st Class, \$3.00 for Single Journey. 2nd " " 1.50 " Meals, 1.00 each.

The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LD.

No. 216, Wing Lok Street.

WENDT & CO.,

Canton Agents.

Hongkong, 24th June, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES.

From 1st January, 1904.

ALSO REDUCED FARES TO MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 1st February, 1904.

STEAM TO CANTON.

THE New Twin Screw Steamers

Tons Captain
"KWONG CHOW" 1,309 J. P. MARTIN.
"KWONG TUNG" 1,238 H. W. WALKER.

Leave Hongkong for Canton at 8.30 Every Evening (Saturday excepted).
Leave Canton for Hongkong about 5 o'clock Every Evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey, \$4.
Meals, (Each) 1.

The Company's Wharf is a Short Distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and

YUEN ON S.S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 17th February, 1904.

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"PUNDUA"

Captain —, will be despatched as above, TO-MORROW, the 24th instant, at Daylight.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

Agents.

Hongkong, 24th August, 1904.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"

Captain G. S. Weigall, will be despatched as above, on FRIDAY, the 26th inst., at 4 P.M.

This Steamer has Superior Accommodation for First-class Passengers, and is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 20th August, 1904.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK via SUEZ CANAL.

THE Steamship

"EPSOM,"

Captain J. Cox, will be despatched for the above Port, on or about FRIDAY, the 3rd September, to be followed by the Steamship,

"CLAYBURN,"

on or about TUESDAY, the 18th October.

For Freight, apply to

SHEWAN, TOMES & Co.,

General Agents.

Hongkong, 23rd August, 1904.

"SHIRE" LINE STEAMSHIP CO.

FOR HAVRE, LONDON AND ANTWERP.

THE Company's Steamship

"MERIONETHSHIRE,"

Captain G. C. Cundy, will be despatched for the above Ports, on or about WEDNESDAY, the 7th September.

This Steamer has Superior Accommodation for Saloon Passengers.

For Freight or Passage, apply to

SHEWAN, TOMES & Co.,

Agents.

Hongkong, 11th August, 1904.

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL

(With Liberty to call at PHILIPPINE PORTS)

PROPOSED SAILINGS FROM HONGKONG

1904. About
"ATHOLL" 20th September.

For Freight and further Information, apply to

DODWELL & Co., LIMITED,

Agents.

Hongkong, 23rd August, 1904.

SAVARESSE'S SANDAL CAPSULES

Efficient because absolutely pure. English Oil. Not made of refined. Full directions. All Chemists. Insist on YVARD'S.

To Let.

TO LET.

EUROPEAN HOUSES, Nos. 2 to 15, GAP ROAD, facing Race Course, within reach of the Electric Cars, thoroughly cleaned and colour-washed, in flats or whole.

Apply to—

CHAN SHAU U,

or

A. STEVENSON,

Agent for Lessee,

C/O THE PHARMACY,

房藥大法中

No. 56, Queen's Road Central.

Hongkong, 18th August, 1904.

TO LET.

IMMEDIATE POSSESSION.

FOR 18 MONTHS.

"EIGHTOR," THE PEAK.
Apply to—

JEBSEN & Co.

Hongkong, 27th April, 1904.

TO LET.

WILD DELL BUILDINGS, No. 147, WANCHAI ROAD, Comfortable and Airy Flats of 2 or 3 Rooms, from \$25 inclusive of Taxes.

No. 52, HOLLYWOOD ROAD.

And others to suit various requirements.

S. A. SETH,

Land and Estate Broker,

Dairy Farm Co., Ltd.

Hongkong, 13th July, 1904.

TO LET.

NO. 1, RIFON TERRACE in FLATS. No. 1, CLIFTON GARDENS. No. 17, WONG NEI CHONG ROAD, facing Race Course.

FLATS in MORRISON TERRACE, facing

Tele. Crown.

OFFICES in course of erection CON-

NAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAVA EAST.

OFFICES in Nos. 10 and 16, DES VŒUX

ROAD CENTRAL.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 20th August, 1904.

TO LET.

NO. 1, STEWART TERRACE, THE PEAK.
Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 26th March, 1904.

TO LET.

GODOWN No. 6, NEW PRAVA, KENNEDY TOWN.
Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 28th July, 1904.

TO LET.

SEYMOUR TERRACE, 4-room House and side verandahs. \$100 and Taxes.
Apply to—

"CHEAP"

C/o this Paper.

Hongkong, 4th August, 1904.

TO LET.

TWO ROOMS on the First Floor of ALEXANDRA BUILDINGS.
Apply to—

SECRETARY,

A. S. Watson & Co., Limited.

Hongkong, 16th June, 1904.

TO LET.

SEYMOUR TERRACE, 4-room House and side verandahs. \$100 and Taxes.
Apply to—

"CHEAP"

C/o this Paper.

Hongkong, 4th August, 1904.

TO LET.

SEYMOUR TERRACE, 4-room House and side verandahs. \$100 and Taxes.
Apply to—

"CHEAP"

C/o this Paper.

Hongkong, 4th August, 1904.

TO LET.

SEYMOUR TERRACE, 4-room House and side verandahs. \$100 and Taxes.
Apply to—

"CHEAP"

C/o this Paper.

Hongkong, 4th August, 1904.

TO LET.

SEYMOUR TERRACE, 4-room House and side verandahs. \$100 and Taxes.
Apply to—

"CHEAP"

C/o this Paper.

Hongkong, 4th August, 1904.

TO LET.

SEYMOUR TERRACE, 4-room House and side verandahs. \$100 and Taxes.
Apply to—

"CHEAP"

C/o this Paper.

Hongkong, 4th August, 1904.

TO LET.

SEYMOUR TERRACE, 4-room House and side verandahs. \$100 and Taxes.
Apply to—

"CHEAP"

C/o this Paper.

Hongkong, 4th August, 1904.

TO LET.

SEYMOUR TERRACE, 4-room House and side verandahs. \$100 and Taxes.
Apply to—

"CHEAP"

C/o this Paper.

HONGKONG AVERAGE MARKET PRICES.

Corrected 16th August, 100 cts. per 5 Mts.

BUTCHER MEAT.

Cents.

Beef sirloin & prime cut—Mei Lung Pa b

" Corned—Ham Ngau Yuk

" Roast—Shiu

" Breast—Ngau Lam

" Soup, Tong Yuk

" Steak—Ngau Yuk Pa

" Serpin—Ngau Lau

" Sausages—Ngau Yuk Chaung

Bullock's Brains—Know, per set

" Tongue fresh—Ngau Li

" Corned—Ham Ngau Li

" Head—Ngau Tau

" Heart—Ngau Sum

" Hump, Salt—Ngau Kiu

" Feet—Ngau Kerk

" Kidneys—Ngau Yiu

" Tail—Ngau Mei

" Liver—Ngau Con

" Tripe (undressed)—Ngau To

Calves' Head and Feet—Ngau-chai

tau-keok

Mutton Chop—Yeung Pai Kwat

" Leg—Yeung Poi

" Shoulder—Yeung Shau

Pigs' Chittlings—Chi cheong

" Brains—Chi Know

" Feet—Chi Kerk

" Fry

HONGKONG METEOROLOGICAL SIGNALS.

A NEW CODE.

We have received from the Hongkong Observatory a new code of meteorological signals which comes into force at Hongkong on New Year's Day. They are the same as those at present in use at Shanghai, and will be hoisted on the mast beside the time-ball at Kowloon Point for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected. The signals are as follows:—

A cone point upwards indicates a typhoon to the North of the Colony.

A cone point upwards and drum below indicates a typhoon to the North-East of the Colony.

A drum indicates a typhoon to the East of the Colony.

A cone point downwards and drum below indicates a typhoon to the South-East of the Colony.

A cone point downwards indicates a typhoon to the South of the Colony.

A cone point downwards and ball below indicates a typhoon to the South-West of the Colony.

A ball indicates a typhoon to the West of the Colony.

A cone point upwards and ball below indicates a typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

NIGHT SIGNALS.

Two lanterns hoisted vertically indicate bad weather in the Colony and that the wind is expected to veer.

Two lanterns hoisted horizontally indicate bad weather in the Colony and that the wind is expected to back.

The signals are repeated on the flagstaff of the Godown Company at Kowloon, and also, by day only, at the Harbour Office and on H. M.'s Receiving Ship.

LOCAL STORM-WARNINGS.

The Colony itself is warned of approaching typhoons by means of the Typhoon Gun placed at the foot of the mast, which is fired whenever a strong gale of wind is expected to blow here.

NOTICE BOARDS.

Notice boards are placed at:—
Joint Cable Companies' Office.
Ferry Company's Pier, Ice House Street.
Blake Pier.
Post Office.
Harbour Office.
Ferry Company's Pier, Kowloon.

WEATHER-FORECASTS AND STORM-WARNINGS are exhibited on the above boards daily about 11 a.m., and also at other hours, day or night, whenever necessary. Information of importance is also issued by "Express."

THE CHINA COAST METEOROLOGICAL REGISTER is exhibited at the same places daily about noon. It contains observations made at Hongkong and at a number of stations in the Far East, together with Remarks, Weather-forecasts, and information regarding the existence and movements of typhoons based thereon.

SPECIAL INQUIRIES.

Masters of vessels or their agents may, whenever necessary, call at the Telegraph Company's Office in Connaught Road and send telegrams to the Observatory asking for special information without charge. Such inquiries may also be sent from the Police Station at Kowloon Point which is connected with the Observatory by telephone.

THE LAW OF STORMS.

Further information concerning the weather to be expected while signals are hoisted, and sailing directions, are given in "The Law of Storms in the Eastern Sea."

F. G. FIOO,
Acting Director.
Hongkong Observatory, 1st January, 1904.

For Sale.

FOR SALE.

ONE ICE-MAKING MACHINE with GAS ENGINE complete.
For full Particulars, apply to
HUGHES & HOUGH,
8, Des Vaux Road.
Hongkong, 27th June, 1904. [760]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 37½ lbs. net \$8 per Cask ex Factory.
In Bags of 250 lbs. net \$8 per Bag ex Factory.
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 1st August, 1904. [783]

FOR SALE.

INCANDESCENT, Gasoline, Lamps of all descriptions from the best makers.
Incandescent Mantles, Chimneys, Globes, Shades, &c., for Gasoline and Gas Lamps at the most moderate prices.
Lamps fixed up for Buyers free of charge.
Naphtha of the best kind kept in stock.
TAI KWONG CO.,
56, Lyndhurst Terrace.
Hongkong, 17th November, 1903. [31]

Intimations.

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CANOE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.
Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.
Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.
The Superiores will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools who are taught by the Sisters.
Hongkong, 22nd April, 1904.

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the Hongkong Telegraph and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER.

Hongkong Telegraph Co., Ltd.
Hongkong, 20th September, 1904.

Shipping.

Ernest Simons, Fr. s.s., 2,162, Bourdon, 24th Aug.—Marseilles 26th July, and Saigon 21st Aug., Mails and Gen.—M. M.
Choyang, Br. s.s., 1,423, H. J. Roope, 24th Aug.—Shanghai 19th Aug., and Swatow 23rd, Gen.—J. M. & Co.
Loongmoon, Ger. s.s., 1,245, F. Kalkofen, 24th Aug.—Canton 23rd Aug., Gen.—S. & Co.
Decima, Ger. s.s., 794, C. Christensen, 24th Aug.—Newchwang 18th Aug., Gen.—S. W. & Co.
Haitan, Br. s.s., 1,182, J. Roach, 24th Aug.—Fochow via Amoy and Swatow 21st Aug., Gen.—D. L. & Co.
E-Sang, Br. s.s., 1,127, W. F. Richard, 24th Aug.—Tientsin 15th Aug., and Chefoo 18th, Gen.—J. M. & Co.
Scandia, Ger. s.s., 3,135, Behrens, 24th Aug.—Hamburg and Singapore 19th Aug., Gen.—H. A. L.
Unity, Nor. s.s., 939, Hansen, 24th Aug.—Rangoon 12th Aug., Oil—Chinese.
Clearances at the Harbour Office.
Chukong, for Macao.
Eastern, for Shanghai.
Quangnam, for Hanoi.
Ranmoor, for Yokkaichi.
Galle, for Amoy.
Yingling, for Canton.
E-Sang, for Canton.
Kwonglung, for Canton.
Choyang, for Canton.
Shan Zai, for West River.
Empress of India, for Shanghai.
Loongmoon, for Shanghai.
Chan On, for West River.
Hongkong, for West River.
Donatiana, Aug. 24.
Empress of India, for Vancouver.
Galle, for San Francisco.
Trilisa, for Swatow.
Mauang, for Sandakan.
Carl Didrichsen, for Hoihow.
Petrarch, for Japan.
Ocampo, for Kobe.
Lowther Castle, for Manila.

Passengers arrived.
Per Choyang, from Shanghai, &c.—Mr. Serone, and 30 Chinese.
Per Ernest Simons, for Hongkong from Marseilles—Messrs. G. M. Lalag, C. B. W. Moore, Mr. and Mrs. Brunschwig, and Mr. Betts, Palamoud. From Colombo—Mr. Lapp, and 4 Chinese. From Singapore—Mr. and Mrs. Mak Sui Pau, Messrs. Carl Francke, Kai Hie, Goh Yab, and 4 Chinese. From Saigon—Messrs. S. C. Ismail and servant, Wong Nut, Ben Duma Alexander, Sister Marie, Messrs. L. A. Lecœur, L. Leouat, A. Hu, Truong Van Maurice Jacobs, and 149 Chinese. For Shanghai—From Marseilles—Messrs. G. K. Leach, Hanssens, Cabrens, Perrin, Challoy and Loyens. From Port Said—Mr. Yap Tai Kae, and 1 Arab. From Saigon—Messrs. Taupenot, Lambinet. For Kobe from Singapore—Mrs. Sonoyama Hatsu, and Mr. and Mrs. Kato and infant. From Saigon—Mr. D. Saché, and 1 Japanese. For Yokohama from Marseilles—Mr. Davy and servant. From Saigon—Mr. Basil Andalfib.
Per Haitan, from Coast Ports—Rev. Knox, Messrs. A. W. Grant, R. J. Birbeck, E. P. de Martin, Capt. Gossard, Messrs. Chun S. Choo, Lep Chay, Lio T. Via, and 96 Chinese.
Passengers departed.
Per Tourane, for Saigon—Messrs. Charles Edelin, Feldman, Mrs. Marie Basset, Mrs. McGreel Ohe, and 16 Chinese. For Singapore—Messrs. C. Kinloch, O. J. Davies, J. Hemmings, N. Spieler, Frank Millietti, F. Graham, A. C. Boughton, Patrick Cassidy, Gabul Pizzo, and 4 Chinese. For Colombo—Mr. David Beaster, For Marseilles—Mr. and Mrs. Morel, Messrs. Chauvin, J. B. Harrop, Yves M. Lazade, John Foreman, W. E. Davis, A. L. Kimball and Emile Rosa.
Shipping Report.
Str. Italian from Fochow:—Light to fresh N.E. and Ely wind with passing showers.
Str. Choyang from Shanghai:—Variable winds and fine weather to Chiling Point, thence rough sea and S.E. swell, with variable winds, and heavy rain.
Str. Borneo from Sandakan:—In the Sulu strong wind from S.W. with heavy rain shower and strong wind, in the China Sea from 10 to 18 N. heavy rain squall and strong wind from S.W., from 18 to port strong E. wind with heavy rain squall and N.E. swell.
Vessels in Port.
STEAMERS.
Amara, Br. s.s., 1,566, C. J. Mattock, 22nd Aug.—Saigon 18th Aug., Rice and Flour.—J. M. & Co.
Anchenarden, Br. s.s., 3,502, Bryce, 22nd Aug.—Moji 15th Aug., Coal.—M. B. K.
Ataka, Br. s.s., 2,394, J. Park, 18th Aug.—New York 25th June, Petroleum.—S. O. Co.
Borneo, Ger. s.s., 3,168, E. Muhle, 23rd Aug.—Sandakan 19th Aug., Timber and Gen.—M. & Co.
Changsha, Br. s.s., 2,300, T. Moore, 15th Aug.—Sydney via Port 19th July, Gen.—B. & S.
Chwshan, Br. s.s., 1,281, R. S. Lawlor, 21st Aug.—Manila 18th Aug., Ballast.—B. & Co.
Cranley, Br. s.s., 2,003, W. E. Steele, 22nd Aug.—Yokkaichi 14th Aug., Ballast.—G. L. & Co.
Devawongse, Ger. s.s., 1,057, Ch. Klumpel, 10th Aug.—Bangkok 4th Aug., Rice.—B. & S.
Eastern, Br. s.s., 2,372, W. G. McArthur, 22nd Aug.—Sydney via Port 30th July, Gen.—G. L. & Co.
Ecclesia, Br. s.s., 2,385, A. M. Dornand, 23rd Aug.—Philadelphia, U.S.A. 26th June, Case Petroleum.—Order.
Elizabeth Rickmers, Ger. s.s., 998, G. Gotsche, 20th Aug.—Bangkok 14th Rice.—M. & Co.
Formosa, Br. s.s., 2,915, B. W. Snow, 22nd Aug.—London 9th July, and Singapore 17th Aug., Gen.—P. & O. S. N. Co.
Hailan, Fr. s.s., 377, L. Andersen, 23rd Aug.—Pekhai and Hoihow 22nd Aug., Gen.—A. R. M.
Hohnstein, Ger. s.s., 1,275, H. Hamer, 22nd Aug.—Saigon 17th Aug., Rice.—Order.
Hopang, Br. s.s., 1,359, Jas. M. Hay, 22nd Aug.—Java Port 15th Aug., Sugar.—J. M. & Co.
Kohsichang, Ger. s.s., 1,292, S. Simonsen, 21st Aug.—Bangkok 11th Aug., Rice, Wood and Gen.—B. & S.
Korat, Ger. s.s., 1,998, H. Hirbner, 16th Aug.—Singapore 25th July, and Bangkok 9th Aug., Gen.—M. & Co.
Laertes, Br. s.s., 1,341, J. B. Jackson, 15th Aug.—Saigon 9th Aug., Rice and Meal.—Wo Fat Sing.
Lightning, Br. s.s., 3,122, J. G. Spence, 22nd Aug.—Calcutta 6th Aug., Penang and Singapore 17th, Gen.—D. S. & Co., Ltd.
Loongsang, Br. s.s., 1,093, G. S. Weigall, 22nd Aug.—Manila 19th Aug., Gen.—J. M. & Co.
Oscar II, Nor. s.s., 2,000, R. Olsen, 23rd Aug.—Kutchinotzu 16th Aug., Coal.—M. B. K.
Pitsanulok, Ger. s.s., 1,246, C. Fuchs, 20th Aug.—Swatow 19th Aug., Rice.—B. & S.
Prometheus, Nor. s.s., 1,024, H. Lersbyggren, 21st Aug.—Bangkok 14th Aug., Rice.—Yuen Fat Hong.
Punda, Br. s.s., 2,126, R. F. Thomson, 22nd Aug.—Calcutta 29th July, and Singapore 17th Aug., Gen.—J. M. & Co.
Quang Nam, Fr. s.s., 710, V. Jean, 17th Aug.—Saigon 10th Aug., Rice and Gen.—B. & Co.
Queen Elisabeth, Br. ship, 1,700, C. E. Fulton, 21st Aug.—New York 19th April, Kerosine Oil.—S. O. Co.
Shantung, Br. s.s., 1,837, J. Manach, 8th Aug.—Java Port 10th July, Gen.—B. & S.
Shawmut, Am. s.s., 9,506, W. M. Smith, 22nd Aug.—Tacoma 18th July, Gen.—D. & Co., Ltd.
Sikh, Br. s.s., 3,216, James Rowley, 15th July.—New York 4th May, Gen. and Case Oil.—D. & Co., Ltd.
Suisang, Br. s.s., 1,776, J. Young, 17th Aug.—Pekhai (Java) 8th Aug., Sugar.—J. M. & Co.
Themis, Nor. s.s., 1,300, T. Thomassen, 21st Aug.—Kobe and Moji 14th Aug., Gen.—Yue Woo.
Taintan, Ger. s.s., 1,002, O. Koch, 19th Aug.—Bangkok 10th Aug., and Koh-chang 11th, Rice, Wood and Gen.—B. & S.
Zafiro, Br. s.s., 1,611, R. Rodgers, 22nd Aug.—Manila 20th Aug., Gen.—S. T. & Co.

SAILING VESSELS.

Eclipse, Br. ship, 2,978, J. McBryde, 10th May.—New York 10th Dec., 1903, Case Oil.—S. O. Co.
E. B. Sutton, Am. ship, 1,639, Johnson, 19th July.—Chefoo 20th June, Ballast.—Order.
Evie T. Ray, Am. bq., 918, Katten, 6th Aug.—Manila 20th June, Timber.—Order.
Kestmere, Br. bq., 2,334, Birch, 14th June.—New York 30th Jan., Kerosine.—S. O. Co.
Sokoto, Br. 4-masted bq., 2,193, Wm. Bourne, 1st Aug.—New York 24th April, Petroleum.—S. O. Co.
Trongette, Br. bq., 949, A. Hutton, 28th May.—Framatite 23rd May.—Sandwood—Gibson & Co.

Steamers Expected.

Vessels	From	Agents	Due
Chusan	Singapore	P. & O. Co	Aug. 25
Namantia	Singapore	H. A. L.	Aug. 25
Mongolia	Manila	P. M. Co.	Aug. 26
Kumsang	Singapore	J. M. & Co.	Aug. 29
Arangia	Japan	P. & A. Co.	Aug. 30
Bayern	Colombo	M. & Co.	Aug. 31
Emp. of Japan	Vancouver	C. P. R. Co.	Sept. 6
Chingtu	Sydney	B. & S.	Sept. 7

Hongkong & Whampoa Dock Returns.

Vessels	From	Agents	Due
U.S.S. Pathfinder	at Kowloon Dock		
H.M. Leviathan	"	"	"
Lothian	"	"	"
Changsha	"	"	"
Shantung	"	"	"
Shantou	"	"	"
Devawongse	"	"	"
Hailan	"	"	"
Shantung	"	"	"
Shantou	"	"	"
Kansu	"	"	"
Chwshan	"	"	"

Ships Passed The Canal.

Outward—3rd August—Seydlitz, Bullyss, Dante, 6th August—Japan, Telemachus, 9th August—Eidsvold, Bayern, Ambria, Balfour, Alexandria, Seneca, 13th August—Patroclus, Malacca, Survia, Barotse, Heathcliff, 17th August—Baronaldon, Room, 19th August—Malta, Ping Sui, Inveric.
Homeward—9th August—Benecluch, Yang Tze, Trieste, 13th August—Candia, 19th August—Prometheus, Nurnberg, Tonkin.
Arrivals at Home—9th August—Segovia, Benmore, Himalaya, Monmouthshire, Agammon, 13th August—Yarra, Main, Seydlitz, 19th August—Glentworth, Gloucester City.

Post Office.

In future, there will be one delivery of correspondence each day on week days only in Shaikwan, leaving General Post Office at noon.
Pillar Boxes at Arsenal Street and Percival Street will in future be cleared four times a day as under.

Percival Street 8 a.m.—11 a.m.
2 p.m.—5 p.m.
Arsenal Street 8.5 a.m.—11.5 a.m.
2.5 p.m.—5.5 p.m.

A Mail will close for:—

Canton—Per Kishan, 25th Aug., 7.30 A.M.
Bangkok—Per Tintau, 25th Aug., 11 A.M.
Bangkok—Per Piltanuk, 25th Aug., 11 A.M.
Shanghai, Moji, and Kobe—Per Eastern, 25th Aug., 11 A.M.
Bangkok—Per Samtan, 25th Aug., 11 A.M.
Swatow, Amoy and Fochow—Per Haitan, 25th Aug., NOON.
Macao—Per Hongshan, 25th Aug., 1.15 P.M.
Saigon—Per Laertes, 25th Aug., 4 P.M.
Samshui, Shiching, Takking and Wuchow—Per Samui, 25th Aug., 4 P.M.
Kongmoon and Kunchuk—Per Lintan, 25th Aug., 5 P.M.
Nantao—Per Tachun, 25th Aug., 5 P.M.
Sanbu—Per Hoi Fu, 25th Aug., 5 P.M.
Macao—Per Wingchai, 25th Aug., 5 P.M.
Canton—Per Fathian, 25th Aug., 5 P.M.
Canton—Per Fowan, 26th Aug., 7.30 A.M.
Shanghai—Per Loongsang, 26th Aug., 2 P.M.
Manila—Per Loongsang, 26th Aug., 3 P.M.
Chefoo, Wei-hai-wei and Tientsin—Per Kanra, 26th Aug., 4 P.M.
Kongmoon, Kunchuk and Samshui—Per Tai Hing, 26th Aug., 5 P.M.
Nantao—Per Tachun, 26th Aug., 5 P.M.
Sanbu—Per Hoi Fu, 26th Aug., 5 P.M.
Macao—Per Wingchai, 26th Aug., 5 P.M.
Canton—Per Fathian, 26th Aug., 5 P.M.
Canton—Per Fowan, 27th Aug., 7.30 A.M.
Europe, &c., India, via Tuticorin—Per Coromandel, 27th Aug., 11 A.M.
Manila—Per Zafiro, 28th Aug., 9 A.M.
Canton—Per Hankow, 28th Aug., 9 A.M.
Singapore and Sourabaya—Per Suisang, 29th Aug., 2 P.M.
Shanghai—Per Woonang, 29th Aug., 4 P.M.
Tientsin—Per E-Sang, 30th Aug., 3 P.M.
Manila—Per Kail, 10th Sept., 9.45 A.M.
Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per Changsha, 19th Sept., 4 P.M.
Europe, &c., India, via Tuticorin—Per Gipsland, 14th Sept., 11 A.M.

Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Luncheon, New Zealand, Melbourne, Adelaide and Perth—Per Eastern, 17th Sept., 11 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Empress of Japan, 21st Sept., 11 A.M.

Books containing 16 Postage Stamps of 4 cents each may be obtained at the counter of the General Post Office and at Kowloon Post Office. Price \$1.00 each book.

VISITORS AT THE HOTELS.

HONGKONG.

Anderson, W. M. Macgowan, R. J.
Beattie, R. B. Mackie, C. Gordon
Bingham, Mr. & Mrs. Malpel, L.
T. E. and child Marriott, Dr. O.
Birbeck, R. J. Matsuda, K.
Binney, Mr. and Mrs. S. McArat, T. P.
Binney, Miss Meikle, Mr. & Mrs. E.
Bissell, W. S. Miller, P. L.
Blaney, Dr. Milton, Miss
Bonner, E. A. Moir, G. A.
Bonwick, Mrs. R. W. Moon, Mr. & Mrs. E. M.
Boyce, W. B. Newington, A. G.
Brunschwig, Mr. and Mrs. North, C. J.
Mrs. N. Pattie, Mrs. J. A.
Clark, W. G. Potter, A. G.
Darby, A. J. Powell, H. E.
Davies, C. O. Rayner, F. S.
Davies, Mrs. J. T. Rice, P. F.
Deacon, F. B. Rosenfeld, J.
Dean, G. Sayer, G. Burton
Douglas, Capt. & Mrs. J. Sayle, R. T. D.
Downing, T. C. Scott, Mr. & Mrs. J. G.
Emerson, A. Skott, C.
Farrow, C. J. Somerville, Geo.
Fisher, H. G. Somerville, Mrs. A.
Frank, T. C. Soper, C. H.
Frank, C. Stewart, W. B.
Garra, Miss L. Thomas, C. M.
Glover, C. Thornbrow, J.
Grant, A. Trimmel, W. D.
Hail, Capt. T. Wedleigh, J. W.
Hanson, J. Weir, Mr. and Mrs. and
Harding, R. Wemyss, J. L.
Hayton, J. T. Wheeler, Mr. and Mrs.
Heckford, R. G. C. E.
Icely, Rev. F. Whitton, Mrs. A. M.
Johannsen, E. child and infant
Joseph, Mr. & Mrs. E. S. Wilkins, Mr. and Mrs.
Katsch, E. A. D.
Kiene, F. Wolf, Philip
Laing, G. M. Wright, Mr. and Mrs.
Lapp, H. Gordon
Lewis, A. R. Zanett, Dr. A. B.
Macdonald, D.

KING EDWARD.

Davies, H. S. Marcaldo, Mr. & Mrs.
Aarons, W. E. Nigg, Capt. L.
Farias, Mrs. J. Ough, A. H.
Foreman, J. Shepherd, Bruce
Hambill, Capt. F. H. Sims, W. L.
Hambill, Mrs. F. H. Staeger, O.
Hawkes, U. S. N., Dr. Stephens, Mr. & Mrs.
Robt. H. M. J. D.
Jameson, J. Watt Turnbull, W. J.
Kofod, Capt. F. Vaughan, H. S.
Lawrey, Miss Wortman, A.

CONNAUGHT.

Anadoloff, B. Jackson, T. B.
Bell, Mr. J. Kirby, R. M. Capt.
Christie, Mr. & Mrs. D. Menashih, R. H.
Cronin, John Newman, R. H.
Eyre, Mr. and Mrs. H. Pugh, W.
Eskiel, R. M. Reeves, Miss
Erna, Mrs. Spratt, R. N. W. R.
Helme, E. B. Webb-Bowen, M.
Howard, E.

CRAIGIEBUR.

Clark, J. Lauder, P.
Dann, G. H. McIsaac, Mrs.
Drayson, Mr. and Mrs. Pearce, Rev. T. W. and
Forrest, T. S. Mrs.
Gaskell, Mr. and Mrs. Ross, W. W.
Gibson, Dr. and Mrs. Smith, Mr. E. Grant
Goode, Miss Smith, Mr. and Mrs.
Harrison, W. S. Grant
Hogg, Mrs. Woodward, Mr. & Mrs.
Hughes, Mrs. M. and children

OCCIDENTAL.

Baird, B. A. Kemp, H. N.
Barker, W. Key, Dr. F.
Bismann, O. Lorenson, Mrs.
Bunney, Mr. and Mrs. McCloy, A.
W. C. Peterson, Mrs. & child
Chandler, Lieut. F. Robinson, H.
Coleman, Y. M. Robinson, H.
Comand, Mr. and Mrs. Smith, H. S.
Dibrell, W. C. Stephens, H.
Harrop, H. C. Trenmann, Capt.
Hopkins, L. M.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME.	CLASS.	TONS.	GUNS.	I.H.P.	CAPTAIN.	LAST REPORTED AT
Albatross	despatch-vessel	1,700	—	3,000	Commander O. de B. Brock	Shanghai
Albion	battleship, 1st class	12,950	16	13,500	Captain Sydney R. Fremantle	Wei-hai-wei
Algerine	sloop	1,050	6	1,400	Commander R. Nugent	Behring Sea
Amphitrite	cruiser, 1st class	11,000	16	18,000	Captain Charles Windham, C.V.O.	Wei-hai-wei
Andromeda	cruiser, 1st class	11,000	16	16,500	Captain R. Nelson O'Malley	Wei-hai-wei
Bramble	gunboat, 1st class	710	6	1,300	Lieut.-Commander Oscar M. Makins	Chemulpo
Britomart	gunboat, 1st class	710	6	1,300	Lieut.-Commander T. D. Pratt	Yangtze
Centurion	battleship, 1st class	10,500	14	13,000	Captain Fegan	Wei-hai-wei
Cressy	cruiser, 1st class	12,000	14	21,000	Captain Henry M. Tudor	Wei-hai-wei
Charub	water tank and tug	390	—	300		Hongkong
Eclipse	cruiser, 2nd class	5,600	11	9,600	Captain Robert H. S. Stokes	Singapore
Epigle	sloop	1,070	10	1,400	Commander Ernest Barton	Chinwantao
Fame	torpedo boat destroyer	360	6	5,700	Lieut.-Commander C. Aaser	Shanghai
Fearless	cruiser, 3rd class	1,580	12	3,200	Commander P. V. Lewis, D.S.O.	Wei-hai-wei
Gandy	battleship, 1st class	12,950	16	13,500	Captain W. A. Carter	Wei-hai-wei
Hart	torpedo boat destroyer	275	6	4,000		Hongkong
Humber	torpedo boat destroyer	275	6	4,000	Lieut. Jellicoe	Wei-hai-wei
Impetuous	storeship	1,640	8	800	Lieut. F. M. Rindore	Hongkong
Janus	cruiser, 2nd class	3,600	8	7,000	Captain William B. Fawcett	Shanghai
Kiasha	torpedo boat destroyer	280	6	5,900	Lieut.-Commander J. A. Gregory	Taku
Leviathan	rivet gunboat	14,100	18	31,900	Lieut.-Commander G. B. Powell	Yangtze
Lothian	cruiser, 1st class	14,100	18	31,900	Captain F. C. Kirby	Hongkong
Moorehead	rivet gunboat	180	2	800	Lieut.-Commander F. B. Noble	West River
Ocean	battleship, 1st class	12,950	16	13,500	Captain T. G. Greet, R.N.	Wei-hai-wei
Petrel	torpedo boat destroyer	350	6	6,500		Hongkong
Ramirez	surveying-vessel	1,015	6	1,400	Commander W. H. Nicholson	Yangtze
Robt. H.	surveying-vessel	815	6	1,400	Commander C. E. Monro	Yangtze
Robin	rivet gunboat	85	2	240	Lieut.-Commander Robert E. Vaughan	Hongkong
Rosario	sloop	980	6	1,400	Commander Vivian	Hongkong
Sandpiper	rivet gunboat	85	2	240	Lieut.-Commander H. T. Atlay	West River
Sirius	cruiser, 2nd class	3,600	—	—	Captain C. H. H. Moore	Hongkong
Skipper	rivet gunboat	85	2	240	Lieut.-Commander Davidson	Yangtze
Taku	torpedo boat destroyer	350	6	6,500	Fleet Reserve	Hongkong
Tamar	receiving ship	4,650	6	—	Commodore Dicken	Hongkong
Tesal	rivet gunboat	180	2	800	Lieut.-Commander E. V. Dugmore	Yangtze
Terrible	cruiser, 1st class	14,200	18	25,000	Captain Arthur T. Stuart	en route Weihaiwei
Titanic	cruiser, 2nd class	3,400	8	9,000	Captain J. A. C. Wilkinson	Wei-hai-wei
Tweed	coast defence gunboat	363	4	200	Lieut.-Commander R. H. Keate	Yangtze
Vengeance	battleship, 1st class	12,950	16	13,500	Captain Leslie Stuart, C.M.G.	Wei-hai-wei
Vesta	sloop	980	6	1,400	Commander S. St. John Farquhar	Yangtze
Virago	torpedo boat destroyer	355	6	6,500		Hongkong
Whitewitch	surveying ship	620	—	450	Lieut.-Commander Ernest C. Hardy	Shantung
Whitlow	torpedo boat destroyer	360	6	5,900	Lieut.-Commander H. M. Wylie	Wei-hai-wei
Woodcock	rivet gunboat	150	2	550	Lieut.-Commander Hugh Semarville	Yangtze
Woodlark	rivet gunboat	150	2	550	Lieut.-Commander Wason	Yangtze

Mails.



THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"COROMANDEL,"

Captain G. M. Montford, R.N.R., carrying His
Majesty's Mails, will be despatched from this for
BOMBAY, on SATURDAY, the 27th August,
at Noon, taking Passengers and Cargo for the
above Ports in connection with the Company's
S.S. *Moldavia*, 9,500 tons, from Colombo,
Passengers' accommodation in which vessel is
secured before departure from Hongkong.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will be
transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. *Victoria*,
due in London on the 9th October.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 13th August, 1904. [4]

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS—POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, MEDITERRANEAN AND
BLACK SEA PORTS, LONDON,
HAVRE, BORDEAUX;
ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 6th September, at
1 P.M., the Company's Steamship
"MANCHE," Captain Mourard, with Mails,
Passengers, Specie and Cargo, will leave
this port for MARSEILLES, via Ports of
Call, transhipping Passengers and Cargo at
Saigon to S.S. *Polynésie*.

Cargo and Specie will be registered for Lon-
don as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.

Shipping Orders will be granted till NOON
only on MONDAY, the 5th September, Specie
and Parcels received until 4 P.M. on the same
day. No Cargo will be received on board on
TUESDAY.

Parcels are not to be sent on board; they
must be left at the Agency's Office. Contents
and Value of Packages are required.

For further Particulars, apply at the Com-
pany's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, 23rd August, 1904. [19]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY

COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA,
VIA

MOJI, KOBE AND YOKOHAMA.

Steamers Tons Captains Sailing.

Tremont..... 9,600 T. W. Garlick. Oct. 1

Tremont..... 9,600 T. W. Garlick. ...

Lyra..... 4,417 G. V. Williams. ...

Hyades..... 3,753 Geo. Wright. ...

† Cargo only.

Steamers marked (†) have no second-class
passenger accommodation.

FOR MANILA.

The large, staidest, and most comfortable
steamers for Manila.

Shawmut..... 9,100 W. M. Smith. Aug. 29

Tremont..... 9,600 T. W. Garlick. Sept. 10

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND COUSINE, ELECTRIC

LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shawmut* and *Tremont*
have just been fitted with very superior accom-
modation for first and second class passengers.
The large size of these vessels, insured steady-
ness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,

General Agents.

Queen's Building.

Hongkong, 23rd August, 1904. [12]

Consignees.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship

"LIGHTNING,"

having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
will be delivered from alongside.

Cargo impeding the discharge will be landed
at once, at Consignees' risk and expense.

Cargo remaining on board after the 25th
inst., at 2 P.M., will be landed at Consignees'
risk and expense into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Co., Limited.

Consignees of Cargo from SINGAPORE and
PENANG are requested to take IMMEDIATE
DELIVERY of their Goods from alongside,
such Cargo impeding the discharge of the vessel
will be landed and stored at Consignees' risk and
expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

DAVID SASSOON & CO., LIMITED,

Agents.

Hongkong, 22nd August, 1904. [954]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"FORMOSA,"

FROM ANTWERP, LONDON, PORT
SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex *S.S. Persia*.

Optional Goods will be landed here unless
instructions are given to the contrary before
1 P.M. TO-DAY.

Goods not cleared by the 28th instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an ap-
pointed hour.

All claims must be presented within ten days
of the steamer's arrival here after which date
they cannot be recognised.

No claims will be admitted after the Goods
have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 22nd August, 1904. [14]

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "SHAWMUT,"
FROM SEATTLE, VICTORIA, YOKO-
HAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees
of Cargo are hereby requested to send in
their Bills of Lading for Countersignature,
and to take immediate delivery of their Goods
from alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected by us in
any case whatever.

DODWELL & CO., LIMITED,

Agents.

Hongkong, 22nd August, 1904. [12]

BRITISH-INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"PUNDUA,"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.

Cargo impeding the discharge or remaining
on board after 12 o'clock, Noon, the 24th inst.,
will be landed at Consignees' risk and expense
into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO.,

Agents.

Hongkong, 22nd August, 1904. [950]

OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"GAELIC,"

are hereby notified that their Goods are at
their risk being discharged into Lighters and/or
landed into our Godowns Nos. 1 and 2, at
Kennydy Town, (Maidie Lot 243), and delivery
may be had either from Lighters or from our
Godowns upon countersignature of Bills of
Lading.

Goods remaining unclaimed after the 26th
instant will be subject to rent.

All Claims must be sent in to me on or
before the 29th instant or they will not be
recognised.

No Fire Insurance has been effected.

E. W. TILDEN,

Agent.

Hongkong, 20th August, 1904. [1]

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$10,000,000 \$7,000,000 \$350,000	\$1,492,554	Div. of £1.10/- @ exchange 1/9 15/16 \$16.41 for half-year ending 30.6.04	6 1/2 %	\$648 ex div.
National Bank of China, Limited	4,453 1/2	£10	£8	\$175,533	\$27,668	\$2 (London 3/8) for 1903	5 1/2 %	London 67 1/2
Do. (Founders)	750	£1	£1	\$191,973		None		\$38 buyers
MARINE INSURANCES.								
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,750,000 \$569,143 \$784,415 \$906,872 \$900,000	\$1,959,536	\$3 1/2 for 1902	5 1/2 %	\$550
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$151,992 \$331,347 \$322,138	Nil.	\$4 for year ended 30.4.1903	6 1/2 %	\$63
North China Insurance Company, Limited	10,000	£15	£5	Tls. 500,000 Tls. 1,830	Tls. 271,589 1/2	Final of £1 making £2 for 1902		Tls. 67 1/2
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$700,000 \$37,744	\$186,284	\$12 for 1902	9 1/2 %	\$130
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,300,000 50,000	\$110,551	\$15 for 1902	7 %	\$210 buyers
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,176,288 \$1,000,000	\$371,110	\$22 1/2 for 1902	7 1/2 %	\$310 buyers
China Fire Insurance Company, Limited	20,000	\$100	\$10	\$125,075 \$2,561	\$339,047	\$6 dividend & \$1 bonus for 1902	8 %	\$88
SHIPPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$250,000 \$600,000 \$157,555	\$16,362	\$14 for first half-year 1904	10 1/2 %	\$28
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	£205,000 £100,000	£5,853	10/- for 1903	5 %	\$115 buyers
China and Manila Steamship Company, Limited	30,000	\$50	\$50	none	Dr. \$63,123	\$5 for 1900		\$26 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$185,000 \$80,935	Nil.	\$3 for year ended 30.6.1903	8 1/2 %	\$35 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$60,000		\$1.80 & b. 40 cts for year ending 30.4.04	6 1/2 %	\$38 buyers
Do.	10,000	\$10	\$5	\$15,000 \$400,000 \$21,075 \$18,000 \$130,153	\$1,287	\$5 for 2nd & 3-year making \$13 for 1903	8 1/2 %	\$28 buyers
Straits Steamship Company, Limited	5,000	\$100	\$100	\$21,075 \$18,000 \$130,153	\$33,648	\$5 for 2nd & 3-year making \$13 for 1903	8 1/2 %	\$155
"Shell" Transport and Trading Company, Limited	4,000,000	£1	£1	\$400,000	£19,555	Interim of 1/- (Coupon No. 4) for 1903	4 1/2 %	25/-
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	Tls. 98,000 Tls. 201,614	Tls. 865	Interim of Tls. 14 for 1904	10 %	Tls. 30 sellers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	none	Tls. 55,541	Final of Tls. 24 making Tls. 44	9 1/2 %	Tls. 47 buyers
Do. (Preference)	100,000					Tls. 14 making Tls. 38	7 1/2 %	Tls. 46 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Final of \$7 making \$12 for 1901		\$190 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	\$3 for 1897		\$9 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,456	Tls. 24 for year ending 30.9.03	4 1/2 %	Tls. 60
MINING.								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 152,912	Fcs. 85,766	Final of Fcs. 25 making Fcs. 55 for 1903		\$490
Raub Australian Gold Mining Company, Limited	150,000	£1	18/10	£4,873	Dr. £7,236	No. 12 of 1/-		\$7
Chinese Engineering and Mining Company, Ltd.	50,000	£1	£1	£20,000	£6,671	No. 2 of 1/-		Tls. 6.30
DOCKS, WHARVES & GODOWNS.								
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$25,500	\$505,471	\$6 dividend and \$2 bonus for first half-year 1904	7 %	\$229 ex div.
S. C. Farnham, Boyd & Co., Limited	55,226	Tls. 100	Tls. 100	Tls. 900,000	Tls. 48,153	Tls. 7 final—Tls. 12 for year end. 30.4.04	7 %	Tls. 170 buyers
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$4,950,000	\$43,732	\$5 for 2nd half year 1903	7 %	\$250
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$1,500,000	\$40,936	\$10 div. and \$2 1/2 bonus for 1903	6 1/2 %	\$200 buyers
Do. (Preference)	2,750	\$100	\$100	\$14,000	\$29,926	\$7 dividend	6 1/2 %	\$110
Howarth Erskine, Limited	12,000	\$100	\$100	\$50,989	\$28,015	\$10 div. & \$2 1/2 bonus for 1903/3	6 1/2 %	\$110 buyers
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	30,000	\$50	\$50	\$250,000	Tls. 22,895	Final of \$24 making \$5 for 1903	4 1/2 %	\$115 sa. and b.
Shanghai and Hongkew Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 48,710	Tls. 1,760	Interim of Tls. 4 for 1904	7 %	Tls. 156 ex div.
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 6,000	Tls. 489	Tls. 18 for 1903	9 1/2 %	Tls. 190 sales
New Amoy Dock Company, Limited	6,000	\$64	\$64	\$55,500		\$14 for 1903	4 1/2 %	\$27 1/2
LANDS, HOTELS & BUILDING.								
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000	\$51,966	Interim of \$6 for 1904	8 %	\$153 buyers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 800,000 Tls. 150,000 Tls. 17,144	Tls. 37,634	Interim of Tls. 3 for 1904	7 1/2 %	Tls. 112 sellers
Tientsin Land Investment Company, Limited	7,226	Tls. 100	Tls. 100	Tls. 54,626	Tls. 325	Interim of Tls. 3 for 1904	7 %	Tls. 125 sales
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	none	\$636	Interim of Tls. 2		Tls. 55
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	Tls. 5,150	\$2.60 for 1903	7 1/2 %	Tls. 55
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 1,362	None		Tls. 10
West Point Building Company, Limited	12,500	\$50	\$50	none		Interim of \$14 for 1904	5 %	\$61 sellers
HOTELS.								
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000 \$10,771 \$20,000	\$3,161	\$5 for second half-year 1903	7 1/2 %	\$134 buyers
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	Tls. 41,000	Tls. 655	Final of Tls. 4 making Tls. 9 for 1903	6 1/2 %	Tls. 150 sellers
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	Tls. 30,000	\$16,301	\$24 for year ended 30.6.30	7 1/2 %	\$34 buyers
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 13,986	Tls. 680	Tls. 0.874 for the year ending 31.3.1904	6 1/2 %	Tls. 14 sales
Queen's Hotel (Wei-hai-wei)	9,000	Tls. 25	Tls. 25	none		First year		Tls. 25
Tientsin Hotel, Limited (in liquidation)	600	Tls. 50	Tls. 50	none	\$4,989	\$5 for the year ending 28.2.1903	12 1/2 %	\$40
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Dr. Tls. 7,132	Interim of Tls. 3 1/2		Tls. 40 sellers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$200,607 \$50,000	\$99,177	90 cents for 1903	7 1/2 %	\$13 sellers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.12.1903	12 1/2 %	Tls. 30
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 30,000	Tls. 88,654	Interim of 3 % a/c 1898		Tls. 25 buyers
Lao-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 15,500	Interim of 4 % a/c 1898 on 6,000 shares		Tls. 321 seller
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 5,618	Tls. 26,389	4 % for 1897		Tls. 150
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$11,121	Final of 60 cents making \$1 for the year ending 31.7.03	6 1/2 %	\$144 sellers
CIGARS AND TOBACCO COS.								
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000 \$43,000	Tls. 1,091	Final of Tls. 3 making Tls. 6	9 1/2 %	Tls. 65 sales
Alhambra, Limited	300	\$200	\$200		\$57	\$125 for year ending 30.6.1900		\$150 sellers
Philippine Company, Limited	67,500	\$10	\$10			First year		\$61
MISCELLANEOUS.								
Green Island Cement Company, Limited	100,000	\$10	\$10	\$350,000	\$32,115	\$1.50 for 1903	5 %	\$29 1/2 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	Nil.		60 cents for 1903	6 %	\$104
A. S. Watson & Co., Limited	66,000	\$10	\$10	\$250,000 \$2,000	\$2,883	Final of 50 cents making \$1 for 1903	6 1/2 %	\$154 sellers
Watkins, Limited	10,000	\$10	\$10	\$4,802	\$1,042	\$1 for 1903	11 %	\$0 buyers
Singapore Dispensary, Limited	600	\$50	\$50	\$60,000	\$860	\$1 for year ended 31.7.1903		\$70
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$55,000	\$1,171	80 cents for 1903	8 1/2 %	\$94 sales
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$1,747	\$1.00 for year ending 30.4.1904	6 1/2 %	\$154 sales
Do.	30,000	\$10	\$5			50 cents for year ending 30.4.1904	5 1/2 %	\$94
Hongkong & China Gas Company, Limited	7,000	£10	£10	£23,109 £3,000	£7,625	£1 div. and 2/- bonus for 1903		\$160 buyers
Shanghai Gas Company, Limited	10,666	Tls. 50	Tls. 50	Tls. 100,000 Tls. 108,172	Tls. 7,548	Interim of Tls. 3 1/2 for 1904	9 %	Tls. 95 sales
Shanghai Waterworks Company, Limited	7,200	£20	£20	Tls. 148,000	Tls. 7,369	Interim of 15/- for 1904	7 1/2 %	Tls. 395 sales
Tientsin Waterworks Company, Limited	2,000	T.Tls. 100	T.Tls. 100	Tls. 15,259	Tls. 667	Final of Tls. 4 making Tls. 8 for 1903/4	6 %	T.Tls. 140 sales
Tientsin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100		Tls. 413	Tls. 2 for half year		T.Tls. 120 sales
Hall & Holtz, Limited	21,000	\$20	\$20	\$186,000	\$13,104	Final of \$14 making \$34 for 1903	11 1/2 %	\$34 buyers
Lane, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	none	\$21,882	Final of \$12 making \$12 for year end. 29.2.04	9 1/2 %	\$190 buyers
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$50,000	\$8,395	\$10 for 1903	7 1/2 %	\$140 buyers
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$75,000	\$10,417	\$5.75 for 1903	7 1/2 %	\$28 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$35,000	\$5,444	Interim of \$4 for 1904	7 1/2 %	\$160 sales
Straits Ice Company, Limited	2,000	\$100	\$100	\$35,000		\$14 for second half-year 1903	9 1/2 %	\$160 sales
Hongkong High-Level Tramways Company, Ltd.	1,450	\$100	\$100	\$35,000	\$4,883	\$24 for year ending 30.12.1903	21 1/2 %	\$280 buyers
Dairy Farm Company, Limited	10,000	\$7 1/2	\$10	\$5,500	\$22	\$14 for year ending 31.12.1903	21 1/2 %	\$20 buyers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	none	\$205	\$3 for 1903	8 1/2 %	\$37 buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	none	\$261	6d. per share for 1903	5 1/2 %	\$1 buyers
United Asbestos Oriental Agency, Limited	9,800	\$10	\$10	\$20,000	\$180	50 cents for year ended 31.5.1904	5 1/2 %	\$50 buyers
Do. (Founders)	100	\$10	\$10			\$29.70 for year ended 31.5.1904	10 1/2 %	\$180 buyers
Tebrau Planting Company, Limited	20,000	\$5	\$5	none	Dr. \$22,551	None		\$1 buyers
Hongkong Steam Waterboat Company, Limited	7,500	\$10	\$10	none	\$1,548	Interim of 70 cents	8 %	\$10 buyers
China Light and Power Company, Limited	95,000	\$10	\$10	none	\$3,750	None		\$104 buyers
William Powell, Limited	12,000	\$10	\$10	none	\$4,757	Interim of 50 cents for 1903/4	8 1/2 %	\$12 buyers
Steam Laundry Company, Limited	5,000	\$5	\$5	none	\$3,644	60 cents for year ended 31.5.04	9 %	\$64 sales
Do.	10,000	\$5	\$5	none		First year		\$34 buyers
Maatschappij tot Exploitatie van Landbouwen in Langkat	25,000	Gs. 100	Gs. 100	Tls. 314,669 Tls. 11,143	Tls. 27,187	First quarterly of Tls. 10, paid 15.3.04	13 %	Tls. 310 buyers
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,247	Tls. 5 for 1903	7 %	Tls. 714 buyers
Shanghai Pulp and Paper Company, Limited	4,988	Tls. 100	Tls. 100	Tls. 10,000	Tls. 3,288	Interim of Tls. 6 for 1904	9 %	Tls. 135 buyers
Central Stores, Limited	6,000	\$15	\$15	\$10,000	\$1,253	Interim of \$1.20 for 1904	11 1/2 %	\$23 sellers
Do. (Founders)	123	\$15	\$15			None		\$100
Do. (New Issue)	24,000	\$15	\$15			Preferential 67 per cent for 1904	7 %	\$74 sales
E. L. Monden, Limited	7,000	Tls. 50	Tls. 50	none	Tls. 3,505	Tls. 5 for 1902	12 1/2 %	Tls. 40 sellers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 1,042	Tls. 6 for 1903	9 1/2 %	Tls. 65 sales
Katz Brothers, Limited	10,000	\$100	\$100	\$375,000		\$13 for 1903	9 1/2 %	\$135 buyers
Straits Trading Company, Limited	250,000	\$10	\$10	\$650,000	\$84,409	\$14 div. and 25 cents bonus for half-year ended 30.6.1903	7 1/2 %	\$37 buyers
Fraser & Neave, Limited	4,500	\$50	\$50	\$112,500	\$1,700	\$1 div. and 25 cents bonus for 1903	7 1/2 %	\$100 sales
Maynard and Company, Limited	3,480	\$10	\$10	none	\$632	\$1 for year ended 31.12.1903	7 1/2 %	\$26 sales
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50			First year		\$50
South China Morning Post, Limited	500	\$25	\$25	none	Dr. \$39,020	None		\$38